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Hongkong Sunday Herald

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Vol. VI. No. 269.

號八廿月四 年九十二百九千一英

HONG KONG, SUNDAY, APRIL 28, 1929.

日九十月三 年巳己次歲 年八十國民華中

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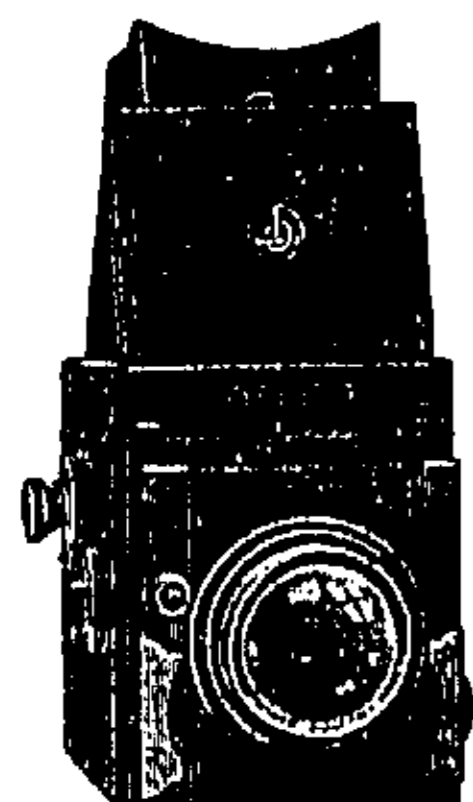
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DUKE SAYS GOOD-BYE

WHAT HE LIKED AT CHINESE LUNCHEON

"A GOOD OMEN"

Ever-Puzzling Chopsticks Mastered

PAI-LAU A WORK OF ART

His Royal Highness the Duke of Gloucester has bidden farewell to Hong Kong. And although he is away, memory lingers. Our thoughts and best wishes go with him.

During his short sojourn here, His Royal Highness has shown us what a good sport he is. He played polo and golf, rode in the races, and even mastered the use of the ever puzzling chopsticks.

At the Chinese luncheon given in his honour yesterday, at the Kam Ling Restaurant by the Chinese Chamber of Commerce, His Royal Highness frankly admitted that of all the savoury dishes put before him, the bowl of partridge congee was the best.

He also admitted to Mr. Ho Kom-tong that although he had not won a race, he was immensely thrilled. He liked riding on Chinese ponies, and felt sure that if given a little training, he would beat some of our local crack jockeys.

PICTURESQUE BANQUET HALL

Nothing was left undone by the president and members of the Chinese General Chamber of Commerce. The luncheon given in honour of H.R.H. The Duke of Gloucester was a huge success.

A huge pai-lau was built at Whitty Street, about fifty feet away from the entrance of the Kam Ling Restaurant. It was a work of art, and anyone who knew anything about pai-lau erection, would at once say that that pai-lau was costly and only a firm with many years' experience could have put up such a masterpiece.

From the corner of Des Voeux-road West leading to the main entrance of the Kam Ling Restaurant, the roadway was lined with pots of greenery on both sides. The decoration outside of the restaurant was another work of art.

The Flora Decoration
French cut flowers of every hue were strung from all angles, some in the shape of a huge bell, flower-basket, human figures, etc. were to be seen hanging from the pillars, and just above the threshold of the door. At the lobby was a bub-

bling fountain. The lighting scheme was so perfect that the flowing water had the colour of a rainbow.

The banquet hall on the third floor presented another most picturesque scene. There again fresh cut flowers predominated. They were hanging down from the ceiling in clusters. Separated by a distance of only a few feet, huge flower-baskets were suspended. Roses, pansies, violets, sweet peas, heliotrope and carnations were vying with each other to pay their homage to the Royal guest.

Between the flower-baskets, coloured paper streamers floated in the air. Not to be outdone, the tables were also decorated with an abundance of flowers, all so artfully arranged, that one might have imagined that the meal was being served in an arboreal.

Dainty bouquets of carnations, pansies, violets and roses were placed in miniature silver flower vases before each guest. These were for the guests to adorn their button-holes.

BOYCOTT TALK

More Anti-Japanese
Feeling

RATE OF "DEMANDS"

Hankow, Yesterday.
Local anti-Japanese circles are endeavouring to revive the boycott and a set of demands has been presented to the Foreign Minister with a request that they will be forwarded to the Japanese authorities.

The demands include the payment of \$50,000 compensation for the coolie's family; full payment of all strikers; an apology from the Japanese Government to the National Government for the coolie incident; and the rendition of the Japanese Concession.

The endeavour to revive the movement is not expected to succeed, as it is not receiving any encouragement from the Chinese authorities as it is unlikely that the demands will go beyond the Foreign Minister's office.—Router.

BACK TO NORMAL

Naval Units Leave
Hankow

OFFICIAL INDICATION

Hankow, Yesterday.
The situation upriver has returned to normalcy. The Chinese naval division now at Shasi and two gunboats are leaving for Ichang as an official indication that the city has been ceded to the Government. Ichang itself is very quiet.

Liu Hsiang's troops, who had reached the vicinity, have all been withdrawn into Szechuan and traffic between Ichang and Chungking has been resumed.

Liu Hsiang will despatch a delegate to Wu-Han to interview the Generalissimo and obtain his advice regarding the rehabilitation measures for Szechuan.—Router.

To See the Duke
Houseboys, in spotless white mess jackets, were hurrying to and fro with trays laden with the best food from the cellar of the famous restaurant. Then there were the solicitous hosts ever present to ask if the guest needed anything more.

There were over two hundred present to await the arrival of His Royal Highness. The spacious banquet hall was buzzing with life. Then suddenly all was silent.

The whirl of motor-cars was heard. A couple of minutes later, His Royal Highness entered the hall in the company of H.E. The Governor and staff, followed by other guests.

Those who had not yet seen the Duke and even those who had, craned their necks to catch another glimpse of the Royal visitor. Then amid silence, the guests took their seats.

The Guests
A long table facing the only mirror in the room, according to Chinese etiquette, was reserved for the guest of honour. His Royal Highness was guided to the middle seat by Sir Shou-son Chow. H.E. the Governor seated next to the Duke, and the others who were seated on the same table were:—

The Hon. Mr. Beth, Vice-Admiral Waisell, the Hon. Mr. Shenton, Major-General Sir Hugh Elles, Mr. W. H. Bell, Sir Henry Gollan, Mr. A. H. Ferguson, Mr. J. P. Warren, the Hon. Mr. Southern, Capt. Kerr, the Hon. Sir Shou-son Chow, the Hon. Mr. North, Mr. A. H. Compton, the Hon. Mr. Crensy, Sir Robert Ho Tung, Mr. W. L. Patterson, the Hon. Dr. Tso, the Hon. Mr. Hynes, Major-General J. W. Sandilands,

Inward — To-morrow (via Siberia) per "Dessau."
Outward — To-morrow (via Siberia) per "President Pierce" 6 p.m.; Tuesday (via Marseilles), per "Menelaus," 2.30 p.m.

To-day's Weather
Light variable winds, cloudy, misty, occasional rain.

The Dollar
The closing rate of the dollar on demand yesterday was 1/11 7-16.

(Continued on Page 28.)

KAI TACK TRAGEDY

Sad Sequel to Duke's
Farewell

PLANE'S MISHAP

Three Chinese Spectators Killed
On Spot

A pitiful tragedy which resulted in the death of three Chinese followed Hong Kong's farewell to His Royal Highness the Duke of Gloucester last evening.

Just before the Duke's departure from Hong Kong on H.M.S. "Suffolk" at 6 p.m., ten aeroplanes from the Kai Tack aerodrome flew over the harbour to join in the farewell to the Duke.

They escorted H.M.S. "Suffolk" to beyond Lyemoun and then returned to Kai Tack just before 7 p.m., when it was already quite dark. It was whilst the planes were landing that the tragedy occurred.

As usual a crowd of Chinese had gathered in the vicinity of the aerodrome to see the planes land. Nine landed safely, but the other a Fairey (S1251) flown by Lieut. A. O. Watson, R.N., on account of the dusk, misjudged its swoop and came down outside the landing ground, a few feet away from the Chinese crowd of on-lookers.

These scattered in all directions, but three were not able to get out of the plane's way in time and were hit. All received terrible injuries and were killed practically instantly. It was learned late last night that one of the dead Chinese, who was apparently struck by the propeller, had his head almost severed from the body.

It is understood that neither was Lieut. Watson injured nor his plane damaged by the unfortunate occurrence. The landing of the machine was a perfect one.

Immediately after the accident, the aerodrome authorities com-

ROYAL VISITOR

FOUR LOCAL FLAT RACING MOUNTS

EXTRA MEETING

Duke of Gloucester Does Well in "Sport of Kings"

CHEERED BY TURFITES ON HIS DEPARTURE

Of the three sons of the present Sovereign who have graced the race course at Happy Valley with their attendance, the latest to come, H.R.H. the Duke of Gloucester, was the first to ride in an official race. This occurred yesterday when the Royal visitor, on the last day of his stay here, en route to Japan as head of the "Garter Mission," postponed the hour of his official departure in order to enjoy four mounts.

Considering the fact that His Royal Highness had ridden a China pony only on Thursday—and that in a polo match—and had not galloped round the track, he did exceedingly well. His display of horsemanship was convincing, his starting (there being no "gate" as is usual on the "flat" at Home) excellent, and his judgment shrewd.

MR. HEARD'S ADVICE

Weighing out in the first four of the eight events on the card, His Highness was never made favourite, although he received considerable support from punters, especially among Chinese and in the public enclosure.

His first mount finished third, then he was unplaced twice, and his last ride also disappointed in a field of three.

Although the start had been put off for half an hour in order to give His Royal Highness time to attend the Chinese luncheon, he was down on the course very early, accompanied by members of his staff and by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) and His Excellency's personal staff.

Gets a Third Place
The party was met on arrival by the Stewards of the Hong Kong Jockey Club. His Royal Highness made little use of the stand reserved for H.E. the Governor, being mostly in the jockeys' weighing room or paddock after the Band of the 2nd Batt. the King's Own Scottish Bor-

stronger horseman than Prince George, who rode once at Happy Valley but not in an official race. The Prince of Wales, when he was here in 1922, attended a special meeting, but did not ride. The Duke of Gloucester obviously enjoyed himself and expressed profuse thanks to all those who had helped to give him the opportunity of taking part in his favourite sport.

At first the going was fast but the effect of the drizzle told later and the turf became rather cut up. The size of fields varied between the unwieldy and the small, but the racing never lacked interest. Favourites had a lean day, only three catching the judge's eye. Dividends were above average—there being only one slightly under even—but none was abnormal. Form was "upset" more than once.

John Peel Success
Mr. Heard was the only jockey to win more than once, his bag of firsts totalling three, one of which was a dead heat. The John Peel colours were first past the post on two occasions.

(Continued on Page 4.)

HAVE YOU WON?

Lucky Numbers in Cash
Sweeps

YESTERDAY'S DRAWINGS

The following are the results of the sweeps at yesterday's races:—

Race 1.	
No. 297	\$1,365.00
" 100	390.00
" 192	195.00
Unplaced runner (\$50.00). No. 13.	
Race 2.	
*No. 197	\$888.30
" 590	888.30
" 278	197.40
Unplaced runners (\$50.00 each).	
Nos.: 351, 59, 330, 227, 160, 543, 306, 40, 533, 275, 517, 505, 46.	
* Dead heat.	
Race 3.	
No. 332	\$1,495.20
" 618	427.20
" 640	213.60
Unplaced runners (\$50.00 each).	
Nos.: 206, 168, 481, 466, 252, 440, 613, 270, 296, 649, 513, 245, 395, 216, 541, 491.	
Race 4.	
No. 175	\$3,348.20
" 233	955.20
" 243	477.60
Race 5.	
No. 373	\$1,652.00
" 253	472.00
" 702	236.00
Unplaced runners (\$50.00 each).	
Nos.: 379, 131, 403, 429, 599, 99, 664, 522, 547, 203.	
Race 6.	
No. 562	\$1,694.00
" 378	484.00
" 377	242.00
Unplaced runners (\$50.00 each).	
Nos.: 505, 687.	
Race 7.	
No. 75	\$1,519.00
" 61	434.00
" 629	217.00
Unplaced runners (\$50.00 each).	
Nos.: 288, 633, 23, 433, 420, 46, 252, 175, 617.	
Race 8.	
No. 437	\$1,855.00
" 120	500.00
" 462	205.00
Unplaced runner (\$50.00). No. 410.	

CUP FINAL RESULT

London, Last Night.

BOLTON WANDERERS ... 2 PORTSMOUTH ... 0

Report on page 4.

Things That Matter

To-day's Diary

Fourth Sunday after Easter.
Peninsula Hotel Band Concert (K.O.S.B. band), 9.15 p.m.
Queen's Theatre: "The Iron Mask."

World Theatre: "Circus Rookies" and "A Dog's Life."
Star Theatre: "The Garden of Allah," 2.30 and 5.30 p.m.
Italian Opera Company: "Barbire de Siviglia," Star Theatre, 9.15 p.m.
Majestic Theatre: "Rough House Rosie."

Home Mails
Inward — To-morrow (via Siberia) per "Dessau."
Outward — To-morrow (via Siberia) per "President Pierce" 6 p.m.; Tuesday (via Marseilles), per "Menelaus," 2.30 p.m.

To-day's Weather
Light variable winds, cloudy, misty, occasional rain.

The Dollar
The closing rate of the dollar on demand yesterday was 1/11 7-16.

derers had played the National Anthem.

How the Duke of Gloucester fared is described in the report of each event. He was often smiling when in the paddock and chatted informally with several of the other gentlemen riders taking part. Mr. A. J. P. Heard, easily the best jockey in Hong Kong, gave much valued assistance and advice, especially when His Royal Highness mounted Duke of Chantilly in the fourth race. Every time he found a little difficulty with the long stirrups of the comparatively short pony, but he had a good seat and a fine style.

Loud was the applause which greeted the Duke when he was led in by the Hon. Mr. A. C. Hynes to the weighing enclosure after being placed in the opening event, His Royal Highness acknowledging the handclapping by raising his cap.

Leaves Hurriedly
Before the start of the fourth race, H.E. the Governor went into the paddock and indicated to the Duke where the starting post was.

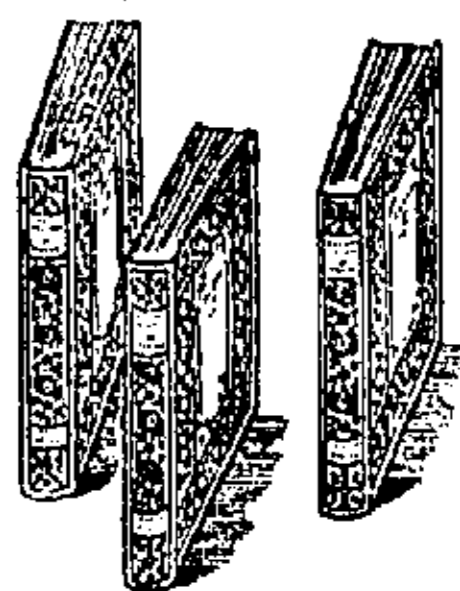
Although he was last in the fourth race, His Royal Highness should have weighed in because there were only three starters. Time had been getting on, however, and His Royal Highness was perspiring freely. So soon as he returned to the paddock he was asked to dismount. Whereupon he donned his tweed coat and left almost immediately afterwards, accompanied by H.E. the Governor and the two staffs.

From his car His Royal Highness waved enthusiastically to the Stewards while the latter bade him good-bye and bon voyage. That part of the crowd standing near the gate cheered as the fleet of cars went past.

Strong Horseman
By comparison His Royal Highness showed himself to be a

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Aladdin's Wonderful Lamp	L. Carroll.
Anna Karenina	Tolstoy.
Jack of Diamonds	Bret Harte.
Tales of Mystery	E. A. Poe.
La Boheme	Henry Murger.
Hunchback of Notre Dame	V. Hugo.
Resurrection	Tolstoy.
The Countess	Tolstoy.

MODERN FICTION.

Light Freights	W. W. Jacobs.
Many Cargoes	W. W. Jacobs.
Barbed Wire	Sir Hall Caine.
The Bondman	Sir Hall Caine.
Last Command	C. Houghton.
Woman Who Squandered	M. Edginton.
Love	Elisav. Glyn.
Pam	Baroness Von Hutten.
The Ghost Train	Alexander and Ridley.
Metropolis	T. Von Harbou.
The Night Riders	Ridgw. Cullum.
Luck Of The Kid	Ridgw. Cullum.
Limbo House	Thos. Burke.
Nights	Thos. Burke.
Prince of Clown	Maurice Dekobra.

Cat & The Canary	J. Willard.
Trial Of '98	R. W. Service.
A Little Bit Of Fluff	D. M. Dell.
Student Prince	W. M. Forster.
Chinese Parrot	Thos. Burke.
The Silent House	J. P. Braddon.
The Widecombe Fair	E. Phillips.
Twinkles	Thos. Burke.
Typhoon	J. Conrad.
Constant Nymph	M. Kennedy.
The Blue Lagoon	H. De V.
Butterfly	Stacpoole.
Black Pirate	Jerome K. Jerome.
Sons Of The Sea	Mao Burton.
Capt. Salvation	A. M. R. Wright.
Becky	F. W. Wallace.
Square Crooks	Ravner Seelig.
The Jazz Singer	J. P. Judge.
Marigold	Arline de Haas.
The Blue Lagoon	L. Harker.
Hindle Wakes	Harold F. Pryor.
Butterfly	Jerome K. Jerome.

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The Blue Lagoon	L. Harker.
Hindle Wakes	Harold F. Pryor.
Butterfly	Jerome K. Jerome.

Black Pirate	Jerome
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HONG KONG AND SHANGHAI
BANKING CORPORATION.

Capital £1,000,000
Reserve Fund £250,000
Surplus £250,000
Total Assets £1,500,000
Head Office: HONGKONG
Branches: SHANGHAI, PEKING, TIENTSIN, HANKOW, HONGKONG, CANTON, SWATOW, SHANGHAI, PEKING, TIENTSIN, HANKOW, HONGKONG, CANTON, SWATOW.

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MORE HOPEFUL OUTLOOK

The 22nd annual meeting of Grande, Price & Co., Ltd., was held on April 25 at the company's office in St. George's building. Mr. S. C. Pank (Managing Director) presided. Others present were Mr. Kenneth Chan and Mr. Leung Yan-po (Directors), Messrs. Pang Kwok-sui, Pang Kwok-fat, D. Ramjahn and S. Yamachi (shareholders) and Mr. C. Bond (Secretary).

The Secretary having read the notice convening the meeting, the report and accounts for 1928 were taken as read.

Keener Competition

Your Directors regret the results for the year under review show a loss on Working Account of \$2,009.30; this amount, together with the debit balance of \$1,076.42 brought forward from Profit and Loss Account as at Dec. 31, 1927, makes the debit balance of \$3,085.72 which your Directors propose to carry forward to 1929.

During the past year we have had far keener competition than in previous years and to meet it we have had to reduce our selling prices, which while benefiting our customers has reduced our profits. We were also very unfortunate in certain old stocks which became illiquid and depreciated in value, thereby causing a heavy loss. Not only had we to bear the loss of the illiquid

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pour le
Commerce et l'Industrie
(Incorporated in France).

Princes Building, Center Road, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital fully paid up: Frs. 50,000,000
Special working capital: Frs. 50,000,000
Reserves: Frs. 22,319,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Phom Penh, Peking, Shanghai, Tientsin, Hong Kong.

BANKERS:
FRANCE: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.
LONDON: Midland Bank, Ltd.
NEW YORK: American Exchange Trust Co., Banca Commerciale Italiana.
SAN FRANCISCO: Bank of Italy.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

L. BERNIS,
Manager.
Hong Kong, 3rd August, 1928.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: HONG KONG.
10, De Winton Road Central, Hong Kong.

Authorized Capital: \$10,000,000
Paid Up Capital: 5,000,000
Reserve: 1,500,000

BRANCHES AND AGENCIES:

Batavia, Melbourne, San Francisco, Bombay, Nagasaki, Seattle, Calcutta, New York, Semarang, Canton, Osaka, Singapore, Hankow, Peking, Siam, Shanghai, Kobe, Penang, Tientsin, London, Saigon, Tokyo, Manila, Hongkong.

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.

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Chief Manager.
Hong Kong, 21st March, 1927.

THE BANK OF CANTON, LTD.

Established 1922
Head Office: Hong Kong.

Authorized Capital: \$10,000,000
Paid Up Capital: \$5,000,000
Reserve Fund: \$500,000

BRANCHES:

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LOOK POONG SHAN,
Chief Manager.
Hong Kong, 10th February, 1927.

COMMERCE & FINANCE

SHARE MARKET

Moxon and Taylor's
Weekly Report

MANY ENQUIRIES

Messrs. Moxon and Taylor in their weekly circular on the Hong Kong share market, under date of 17th day, state:

Our market, though quiet, during the week under review, stood towards the close with a good buying enquiry for Industrials and Public Utilities.

The Shanghai market is quiet. The following are the principal alterations since last week:

Banks: Have had a setback and after business done at \$1238/42, now have sellers at \$1225.

Unions: Were quiet with some transactions noted at \$378.

Other Insurances: Are steady with buyers at quotations.

Hong Kong Hotels: Were placed at \$8.80.

Hong Kong Trams: Took on a firmer tone and shares changed hands at \$18.30/35, while \$18 1/2 would be paid for further business.

Hong Kong Lands: Were dealt in at \$6 1/2 with further shares wanted. Humphreys' Estates: Have ceased to offer and would now find sellers at \$11.35.

Steamships: Were turned over at \$8.50.

Steamboats: Are a turn higher with buyers offering \$25.

Star Ferries: Again came to business at \$67 1/2.

China Laps: Were the medium of business from \$13.45 to \$12.25.

Extra: Had a steady demand and were dealt in at \$5.60, and more shares would probably find buyers at the latter price.

Telephones: Were dealt in at \$7.10 with further shares wanted at \$8 1/2 for the combined shares, but sellers are holding out for rather more.

Wharves: Were rather quiet with sales at \$12.2.

London Quotations of the 25th inst.: Banks \$124; Indus Deferred \$10 1/2; Shells \$4.17 1/2 all middle prices.

Exchange: The demand selling rate on London is 1/13 1/2 and the T.T. on Shanghai is 1/13 1/2.

RAIL LINERS

Apparent Paradox in
Winter

A train of the Canadian National Railways, covering the 3,785.5 miles of line between Vancouver and Halifax, traverses approximately 2.6 miles less of steel rail in the winter than in the summer. That is to say, though the mileage remains the same and the same rounded is followed, the amount of steel used to cover that mileage in the winter is less by 2.6 miles than the steel rail used in summer.

The apparent paradox has an obvious explanation. Whatever weary travellers may think, miles are constant. A mile in the winter is as long as a mile in the summer. The same, however, is not true of rails.

The coefficient of expansion of the steel in rails is .000005. This means that for every change of one degree Fahrenheit in temperature the length of the rail will vary sixty-five ten millionths from what it was at the original temperature. One rail, which is 33 feet long, will vary that much from the original 33 feet, a mile of rail will vary that much from the original mile.

If the temperature goes up the steel will expand. If it goes down the steel will contract.

Temperature Fluctuation

For the purpose of this computation the Canadian National Railways' main line from Vancouver to Halifax may be said to be composed of two rails, each 3785.5 miles long. The variation in these rails, if the temperature all across Canada changed one degree, would be (2 x 3785.5 x .000005) miles. But a fair average of the temperature fluctuation in Canada between the two months of July and August and the two months of January and February, according to a mean of thermometer readings contained in the Canada Year Book, is 53.4 degrees, taking 61 for the summer average and 7.6 for the winter.

Therefore the figures above must be multiplied by 53; (53 x 23785.5 x .000005). This works out to about 2.6 miles of the total mileage, representing the winter shrinkage.

This shrinkage, of course, as does the expansion in the summer, takes place between the rail joints. When placed between the rail joints, the track is laid the ends of rails, joined by rail plates, are never pressed tightly together, allowing for this factor. In the winter these cracks between the rail ends are wider than in the summer. It is the sum of these differences, existing between the innumerable rail ends of the transcontinental line of the Canadian National, which accounts for the disparity between rail mileage and mileage in the winter time.

At some hypothetical temperature in the summer the ends of the rails would precisely meet, at which point the rail mileage would be exactly equal to the mileage. At other times discrepancy is bound to exist.

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Russia" arrived at Manila on April 21 (Sun) at 8 a.m., left Manila on April 26 (Fri.) at 4 p.m., and is due at Hong Kong on April 28 (Sun.) at 9 a.m.

The C.P.S. R.M.S. "Empress of Asia" left Vancouver for Hong Kong, via Japan ports and Shanghai, on April 20, and is due here on May 8. She will sail for Manila at 5 p.m. the same day.

to the Board—proposed by Mr. C. Bond, seconded by Mr. D. Ramjahn. Re-election of Messrs. Lowe, Bingham & Matthews as auditors at the usual fee—proposed by Mr. S. C. Pank, seconded by Mr. Leung Yan-po.

BRITISH GOODS

Manufacturers Welcome
Prince's Speech

SALESMEN NEEDED

The Prince of Wales's speech at the Mansion House, in which he emphasized the need of salesmanship in British industry, aroused widespread interest among all sections of the business community.

Representatives of large firms expressed to a representative of the "Morning Post" their appreciation of the speech, and cordial agreement with its sentiments.

Mr. George Mitchell, President of the Association of British Chambers of Commerce, in the "Morning Post" expressed the same need for the direct personal contact of principals with foreign buyers, as was urged by the Prince. In his letter Mr. Mitchell stated: "It is naturally the wish of a purchaser who has travelled a long distance to do business at the (British Industries) Fair that he should be able to deal direct with the principals of the concerns in which he is interested, and I would appeal to all exhibitors to insure that one of the management of their firm shall be on the stand during the business hours of the Fair."

Mr. Mitchell remarked that many firms had recognised for years that there was a need for closer contact between manufacturers of British goods and buyers overseas. He admitted that in the past some manufacturers might have sold their goods with comparative ease, and had not considered it necessary to study the special work of special districts as closely as was desirable.

Englishmen, he added, had never lacked enterprise in invention and adaptation, and it should only require evidence of what was suitable for various markets for those needs to be met. The real difficulty in many cases was the question of price. British goods were recognised everywhere for their superior quality, but there were a number of markets where price was the first consideration.

A Vital Factor

Sir John Gordon, Director of the National Union of Manufacturers, stated that the Prince had touched upon one of the most vital factors connected with the trade of the nation. "There has been in the past," he continued, "too great a tendency to entrust the interests of British manufacturers to agents abroad representing foreign firms also, and I am glad to say that British manufacturers are now more alive to the necessity of sending out men who can be trusted thoroughly. Generally speaking, I would say that British manufacturers are more alive than at any former time to the need for good and effective salesmanship, and that the position and the prospects in this respect are steadily improving."

He pointed out that British firms were now alive to the importance of good salesmanship was supported by Mr. F. Hayes-Jones of the Business Careers' Association, who specialises in the training and placing of salesmen for every branch of industry. He said that 2,700 men for some of the biggest firms in the country.

The Right Lead

Mr. R. T. Nugent, Director of the Federation of British Industries, declared that the Prince had again given the right lead. He would not say that our salesmanship was worse than that of other countries, but insisted that it must be much better, in view of the dependence of this country upon foreign markets.

"The Prince," he proceeded, "has hit off the main essentials in a few words—personality, knowledge of the goods to be sold and, in the case of foreign work, knowledge of the language. These three, in that order, are the essentials of a good salesman. However good the salesman, an exporting business will not prosper for long unless the heads of the firms themselves visit their markets."

Mr. H. B. Wallis, Secretary of the Advisory Committee set up by the Board of Education to inquire into the question of education for salesmanship, stated that the Committee was still in a somewhat embryonic stage, but had already collected a great deal of information on the subject.

RUSSIAN OIL

The Shell Group make the following announcement with regard to the statement by Moscow, in connection with an agreement in which they are partly interested, made by the Russian Oil Products Co., Ltd.:—The Russian Oil Products Co., Ltd. will not be given an equal share of the British market with other companies. The agreement does not provide for the sale of Russian petrol of crude to any companies of the Royal Dutch Shell Group. In so far as other products are concerned, the agreement does provide for compensation to the owners of the Russian oil properties inasmuch as, with full knowledge of the sellers, the price has been fixed purposely below the world market price so that this margin provides for compensation, and will be used for that purpose.

Question in Parliament

Commander Kenworthy was to ask the Secretary of State for Foreign Affairs, in the House of Commons, if he is aware that negotiations for the sale of Russian oil have been in progress between the Russian Naphtha Syndicate, a Soviet Government organization, and the oil group of which the Anglo-Perian Oil Company is a member; and whether any steps have been taken to safeguard the rights of British subjects who claim compensation for the loss of their oil interests in Russia.

"UNIONS"

Subject to audit the Directors of the Union Insurance Society of Canton, Ltd., will recommend the payment of a final dividend of 10s. per share for account of the year 1927. They will further recommend an interim dividend of 24s. per share for account of the year 1928, and a bonus of 20 per cent. on contributory premium.

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T.T. on London 1/11 3/4
T.T. on Shanghai 79 1/2

Banks

H.K. Banks \$1217 1/2 s
H.K. London Reg. \$182 1/2 n
Chartered Bank \$19 1/2 b
Mercantile & B. \$15 1/4 n
P & O Bank \$29 1/4 s
Bank of East Asia \$90 1/2 n

Insurances

Canton Insurance \$695 b
Union Insurance \$376 s 379 sa
North China Insurance \$160 b
Yangtze Insurance \$M50 n
China Underwriters \$2.10 b 2.30 s

Shipping

Douglases \$36 s
H.K. Steamboats \$25 1/2 b
H.K. Tugs & Lighters \$2.40 n
Indo-China (Pref.) \$40 n
Indo-China (Def.) \$70 n
Shell Transporta (new) \$98/- n
Union Water-boats \$22 n

Mining

Benguets \$2 1/2 b
Kallian Mining Ad. \$63/- b
Langkats (comb.) \$7.14 n
Langkats (singles) \$7.14 n
Shanghai Explorations \$2.90 s
Shanghai Loans \$4.65 n
Rauhs \$17.6 n
Tranoh Mines \$17.6 n

Docks, Wharves, Godowns, &c.
H.K. & K. Wharves \$122 b
H.K. & W. Docks \$36 s
China Providents \$4.15 b
Hongkewas \$7.18 b
New Engineerings \$75.30 b
Shanghai Docks \$127 n

Cotton Mills
Ewo Cottons \$12 1/2 s
Oriental Cottons \$7.95 s
Shanghai Cottons (old) \$7.72 s
Shanghai Cottons (new) \$7.33 n

Lands, Hotels & Buildings
H.K. & S. Hotels \$8.60 b & sa
H.K. Lands \$61 1/2 b
Shanghai Lands \$7.14 n
Humphreys' Estates \$14.35 s 14 1/4 sa
H.K. Realities \$8.35 s

H.K. Territorials \$8.35 s
Prince's Buildings \$18.65 s
H.K. Tramways \$18 1/2 s 18.65 s

Public Utilities
Peak Trams (old) \$12.60 sa
Peak Trams (new) \$6.30 n
Star Ferries \$67 1/4 s
China Lights (comb.) \$13 1/4 b & sa
China Lights (old) \$13 1/4 s 13.35 s

China Lights (new) \$13.35 s
China Lights 1928 issue \$13.35 s
H.K. Electrics (old) \$56 1/2 s
H.K. Electrics (new) \$56 1/2 s 56 sa

Macao Electrics \$26 1/2 n
H.K. Telephones \$7.05 b 7.15 sa
Macao Telephones \$7.10 sa

China Buses \$113 b
Singapore Tractions \$11.6 n
Singapore P.L. \$16.6 b
Sandakan L.P. \$2 1/2 s

Industrials
China Buses \$113 b
Malabar Sugars \$27 b
Canton Ice \$13 1/4 b 1.90 s
Cements (comb.) \$8.60 s
Cements (old) \$7.80 n
Cements (new) \$14.0 n
H.K. Ropes (old) \$64 n
H.K. Ropes (new) \$64 n

United Asbestos \$5 b
Stores, &c.
Dairy Farms \$19 1/4 s
Culsons \$1.20 n
Der A. Wings \$80 cta. b
Lane, Crawford \$2 s
Mackintoshes \$18 b
Sinceres \$12 b
Wm. Powells \$3.65 n

Miscellaneous
H.K. Amusements \$29 b 29.30 sa
Hong Kong Constructions \$1 1/4 s
B. Ind. G.S. Bond \$6 1/2 % b
H.K. Govt. Loans 7 1/2 % b Prem.

EXCHANGES

YESTERDAY'S QUOTATIONS.

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Bank, 4 months' sight 1/11 3/4
Credits, 4 months' sight 2/- 3/4
Documentary 4 months' sight 2/- 1/2

On Paris—

On demand 1212 1/2
Credits, 4 months' sight 1287 1/2

On Berlin—

On demand 47 1/4
Credits, 60 days' sight 49

On Bombay—

Wire 130 1/4
On demand 130 1/4
On Calcutta—

Wire 130 1/4

On demand 130 1/4

On Singapore—

On demand 84 1/4
On Manila—

On demand 95 1/4

On Shanghai—

On demand 79
80 day's sight (private paper) 79

(Continued on Next Column.)

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"MADAME
BUTTERFLY"

TUES.

April 30.

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2.00 p.m. "SUI TAI" do. (Sundays Excepted)
From Macao: 8.00 a.m. "SUI TAI" (Sundays Excepted)
2.00 p.m. "SUI AN" (Sundays Excepted)

SUNDAY EXCURSION:

From Hong Kong: SUNDAY, 28th April.
9.00 a.m. "SUI AN" From Macao: 4.00 p.m. "SUI AN"



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PRINCE OF WALES' CAPTAINCY

The Prince of Wales has consented to accept the captaincy of the Royal West Norfolk Golf Club, Brancaster, and will succeed the Duke of Gloucester in that office. Although he has not visited Brancaster since his return from abroad, the Prince has been a frequent visitor to the links, which are within easy reach of Sandringham. It may be recalled that he played for the club last Whit Monday against Brancaster Artisans' team, and that then the Royal golfer was defeated on the last green by "Bob" Lake, a seventy years old gardener. Following this match, the Prince showed much interest in the details of the lives of the working-men golfers.

Oxford University Beaten

Oxford University suffered a heavy defeat in a match by singles and foursomes against a team representing the Oxford and Cambridge Golfing Society at Rye. The Society won the singles by eight games to three, with one halved, and in the foursomes they only managed to halve two of the six matches. Cyril Tulley played good golf to beat A. S. Bradshaw, the Oxford captain, by 6 and 4 in the leading single, and in partnership with Colonel Lumsden, Talley halved with Bradshaw and R. H. Baugh in the foursomes.

American Champion Beaten

Johnny Farrell, the American Open Champion, was third with a score of 286 in the Florida open tournament at Jacksonville. The competition was won by Horton Smith (Missouri), who had rounds of 70, 72, 70, and 72, for a total of 284. One stroke behind Smith was Frank Walsh (Wisconsin), who played brilliantly in the final round for a score of 67. Dempsters, Shute (Ohio) and Tommy Armour (Washington) tied for fourth place at 288.

Halg Cup at St. Andrews

Members of St. Andrews Club held their annual competition for the Halg Cup, when there was an entry of close on 150. Play was over the New and Eden courses, in favourable weather.

The trophy was secured by J. Anderson with a score of (6), 71. About two dozen veteran members of the St. Andrews Club engaged in a match which aroused a considerable amount of interest. The competition, which was run in conjunction with that for the Halg Cup, was confined to members 55 years of age and over, the prize being a set of golf clubs presented by Fleming Crooks, the donor, which is a member of the R. and A. Club, takes a great interest in the art of golf, an interest which has on more than one occasion taken tangible form. Amongst the members of the "Old Brigade" was Capt. J. C. Black, who is almost an octogenarian, and who in his younger days made many voyages to the Arctic for the whaling. He returned a net score of 81. D. Leitch, who is well over the allotted span, returned a scratch score of 86. The best scratch score was returned by J. McCormack, who had also the best net score, namely (6), 78.

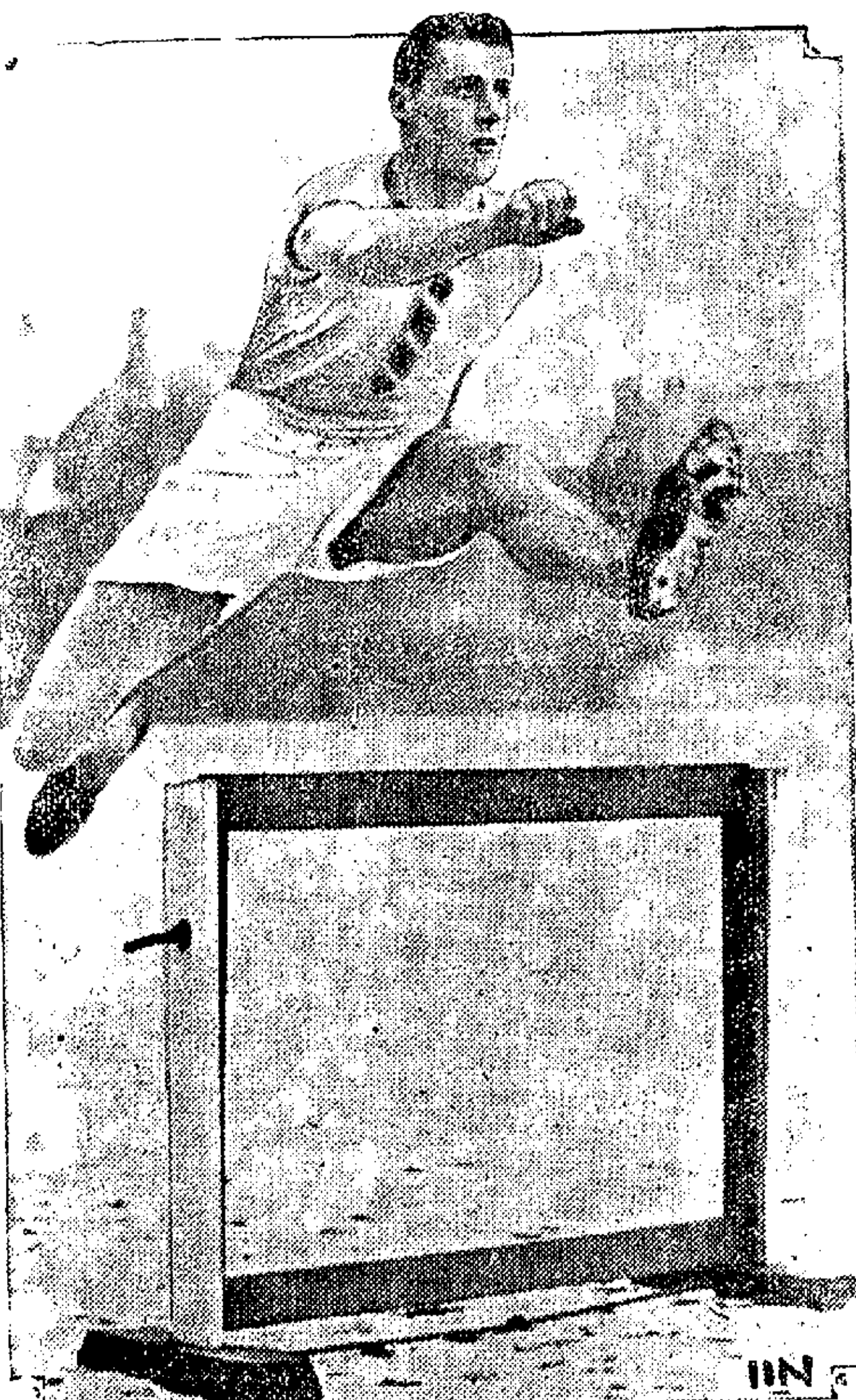
George Duncan Honoured

George Duncan has joined the ranks of professionals who are honorary members of clubs. He has resigned his position as professional to the Westworth Golf Club, and, simultaneously, has been elected to honorary membership. It is believed that this is the first recorded case of a professional being honoured in such a way on resignation from his club.

Parliamentarians Beaten

Unionist members of the House of Commons were defeated by the Royal Automobile Club on the latter's course at Epsom by nine matches to two, with one game halved. The singles, played in the forenoon, were won by the home club by six matches to one, and the foursomes were secured by the same team at three matches to one with one halved. Lieutenant-Colonel J. T. O. Moore-Brabazon led the Parliamentarians, and he was successful in both of his matches. In the singles he defeated Lieutenant-Colonel C. W. Myddleton by three and two, and in partnership with Colonel A. Lambert Ward beat Myddleton and H. G. Eley by the same margin.

British Champion in the Making



R. M. N. Tisdall, Shrewsbury freshman, is hailed as the coming champion British athlete. He has distinguished himself as a sprinter and low hurdler, and has established several new marks.

SOCIAL GOSSIP

Mr. A. E. Pritchard of the Inspector-General of Customs has left Peking for home leave in England.

Capt. W. I. Eisler of Eisler, Reeves, Murphy & Tyndale, Ltd., arrived in Tientsin on a business trip.

Herr H. von Borch, the German Minister, was expected to arrive in Shanghai from Peking last week. After a brief stay he will leave for Nanking to present his credentials to the National Government.

Word has been received of the transfer of Mr. R. A. Hall, Vice-Consul in H.M. Consulate-General, Hankow, to the Consulate-General at Nanking. The move, says the "Central China Post," which marks a deserved promotion, will cause the loss to Hankow of a very popular member of the local consular service. Mr. Hall is to be relieved by Mr. Montgomery.

Mr. Justice Rowland, who has sent a bid of 17 to three years' penal servitude, is one of the judges who keep out of the limelight as a rule. He has been on the Bench for over 10 years, and beyond an occasional protest against delays or "unintelligible" legislation he seldom enters his court. Once when some oysters formed an exhibit in a case he ordered them to be taken away as he might be tempted. He presided over the Indian Criminal Consociation Commission some time ago and was given the K.C.S.I. for his services.

The death took place on April 17, says the "North China Daily Mail" of Captain Peter F. Lorenzen, aged 75, father of Mr. Max Lorenzen of Tientsin. Capt. Lorenzen, born in Denmark but of German citizenship, was for many years pilot at Newchwang, where he was held in high esteem. He came to Tientsin and was treated by Dr. Junkel in his hospital. The cause of death was stated to be old age.

The scene of "Fame," the new play with a Sir Gerald du Maurier put on at the St. James's Theatre, London, is laid in a hunting country, and most of the characters are hunting people. Mrs. Ronald Trew, who is joint authoress of the play with her sister, Miss Audrey Carten, has been hunting for the last two seasons with the Whaddon Chase Hunt, at Leighton Buzzard. This does not necessarily mean that the prototypes of her characters can be found hunting with the Whaddon Chase.

An interesting presentation was made by the staff of the Shanghai Provisional Court afternoon to two of their comrades, Sgt. A. V. Stevens and Sgt. J. Montgomery, who were leaving for home on holiday. The presentation was made by Mr. J. E. Wheeler, Chief Clerk of the Court, and the recipients replied suitably. Mr. Stevens received a pair of silver mounted hair brushes and Mr. Montgomery was presented with a silver wrist watch.

Get Back to Cricket!

Australia has won the fifth Test. The efforts of her young blood deserved that satisfaction as clearly as the merit of the whole English team had earned the rubber. We (London "Observer") have never seen a better side to Australia. Hammond has earned particular glory, but all those playing regularly in the Tests have proved their quality. No one can ask now whether English players hold their own. But these desperate ordeals of nerve and endurance cannot be called cricket. The technique of the game is developed at the expense of its soul. There must be no more of these interminable Tests, in which the batsman's art, on the most perfect wicket ever seen, is paralysed by his defensive responsibilities. The negative virtues are unduly exalted in such conditions. We must get back to cricket.

Speeding Up Needed

There must be few followers of the game who would not now agree that "clockless cricket" should not be allowed to continue. In order to score rapidly on a good wicket in Test match cricket to-day it is probably necessary deliberately to renounce the very high scores which can be achieved by unlimited patience. This voluntary sacrifice of safety to sporting methods may be desirable, but it is not very easy to bring about in a Test match atmosphere, particularly now that Test matches are surrounded with such fervid enthusiasm and with so much world-wide publicity. If a time-limit of less than a week were established for future Test matches in Australia the result might well be that at least four out of the five matches would be left drawn. The only other practical remedy is some drastic alteration of the rules, such as widening the wickets or limiting still further the batsman's right to use his pads as a means of defence. But any such change in the rules would mean a very unwelcome break with that long tradition which gives to cricket so much of its charm and interest. If, however, the game is to be preserved in its present form the younger players must have to see to it that the eight-day Test matches die a natural death, says the "Yorkshire Post."

Mastership of the West Norfolk

Much regret is felt in the West Norfolk country at the resignation of Lieut.-Col. C. D. Seymour, whose connection with it goes back more than a generation. He has held the Mastership continuously since 1913, but he had previously hunted the whole of the country from 1895 to 1902 after holding a part of it from 1892. This is quite an ancient hunt, and is known to have existed from 1534. Among the distinguished fox-hunters who have held the Mastership are "Coke of Norfolk," who was in office for nearly forty years, and Sir Jacob Astley, who afterwards became Lord Hastings. It will be exceptionally difficult to replace Colonel Seymour, who has consistently shown first-rate sport.

Boat-Race Humour

Shouts of laughter greeted the appearance at Putney, prior to the boat race of mock boat race crews, supposed to represent the crews of a century ago. They had enormous tufts of hairy stuck on their cheeks for side whiskers and gigantic ties and top-hats, except the coxes, who wore bowlers and carried small horns, wherewith to instruct the crews and several bottles of whisky. The oarsmanship of the crews was very doubtful and they never unduly exerted themselves. "Cambridge" were victorious by a length and "Oxford" politely raised their hats to the winners who returned the compliment.

Willie Smith's Last Exhibition

Smith gave his final display at Birmingham, prior to starting for his Australian tour, during which he will call at Singapore, when at the New Spring Hill Hall he met Harry Holliswell, one-time champion of the Birmingham markers, to whom he conceded 500 in a time test game. Smith won easily by 80 to 667 making breaks of 281, 152, and 147, while Holliswell's best were 42 and 38. Playing Alec Mann at snooker, Smith won by 68 to 32. Smith also visited the Metropolitan Carriage Works Social Club, Oldbury, where Mann was his opponent at billiards and snooker. Conceding 400 in 1,000, Smith won easily, making breaks of 320, 155, and 153. Scores:—Smith, 1,000; Mann (rec. 400), 630. Two games of snooker were played, Mann winning the first 66—54, and Smith the second 60—54.

Mr. Fred G. Scale, who has had a severe attack of double pneumonia, is making satisfactory progress towards recovery, and expects to be out of hospital in a week or ten days, says the "N. C. Daily News."

Mr. Wilfred Lamb, of Messrs. Jardine, Matheson & Co., is shortly going home on leave, after five years' service in Tientsin. The "North China Daily Mail" remarks that he will be much missed in musical circles, where he holds leading rank, and deserves the warmest thanks for the way in which he has used his vocal talents at the army entertainments and in other good causes.

Mr. Granville Woodard, American Trade Commissioner of the local office of the U.S. Department of Commerce, left Shanghai last week for Tokyo and Yokohama to meet his fiancée, Miss Marie Mae Carten of Los Angeles, California. The wedding will take place in Yokohama on the day Miss Carten arrives. Afterwards Mr. and Mrs. Woodard will spend a two weeks' honeymoon in Japan, returning to Shanghai on May 17.

Sir Arthur Sutherland, vice-president designate of the Chamber of Shipping of the United Kingdom, is the owner of the last-known British ship-owners. He is in his sixtieth year, and his country seat is Hethpool, in the beautiful and romantic Borderland. His other estates are at Dunstanburgh, with its historic castle, Embleton, Dunstan, Stamford, and Newton-by-the-Sea. Hethpool belonged to Admiral Collingwood, and on it is an oak wood planted by him in the belief that one day England would want the timber for her ships of war.



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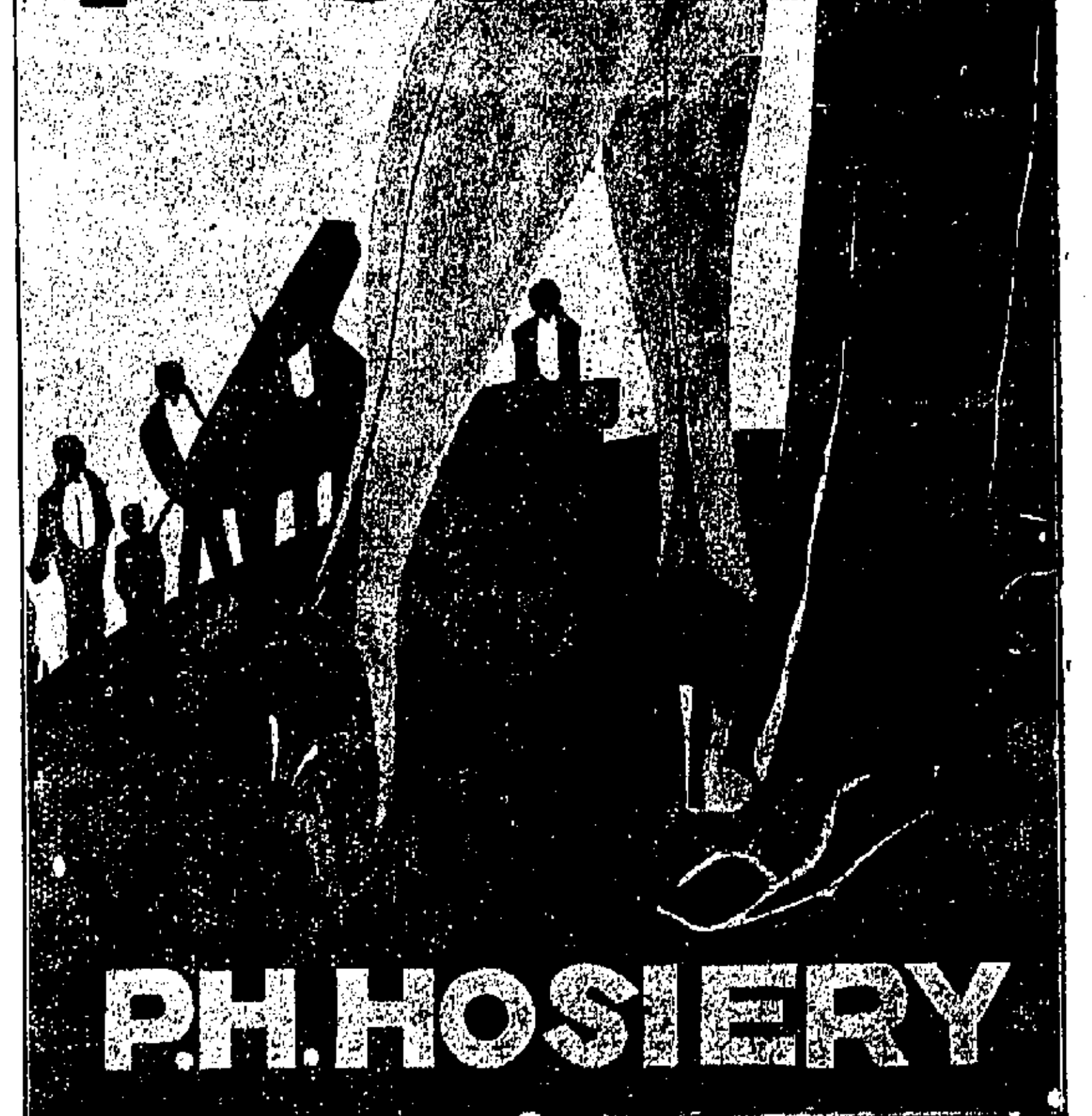
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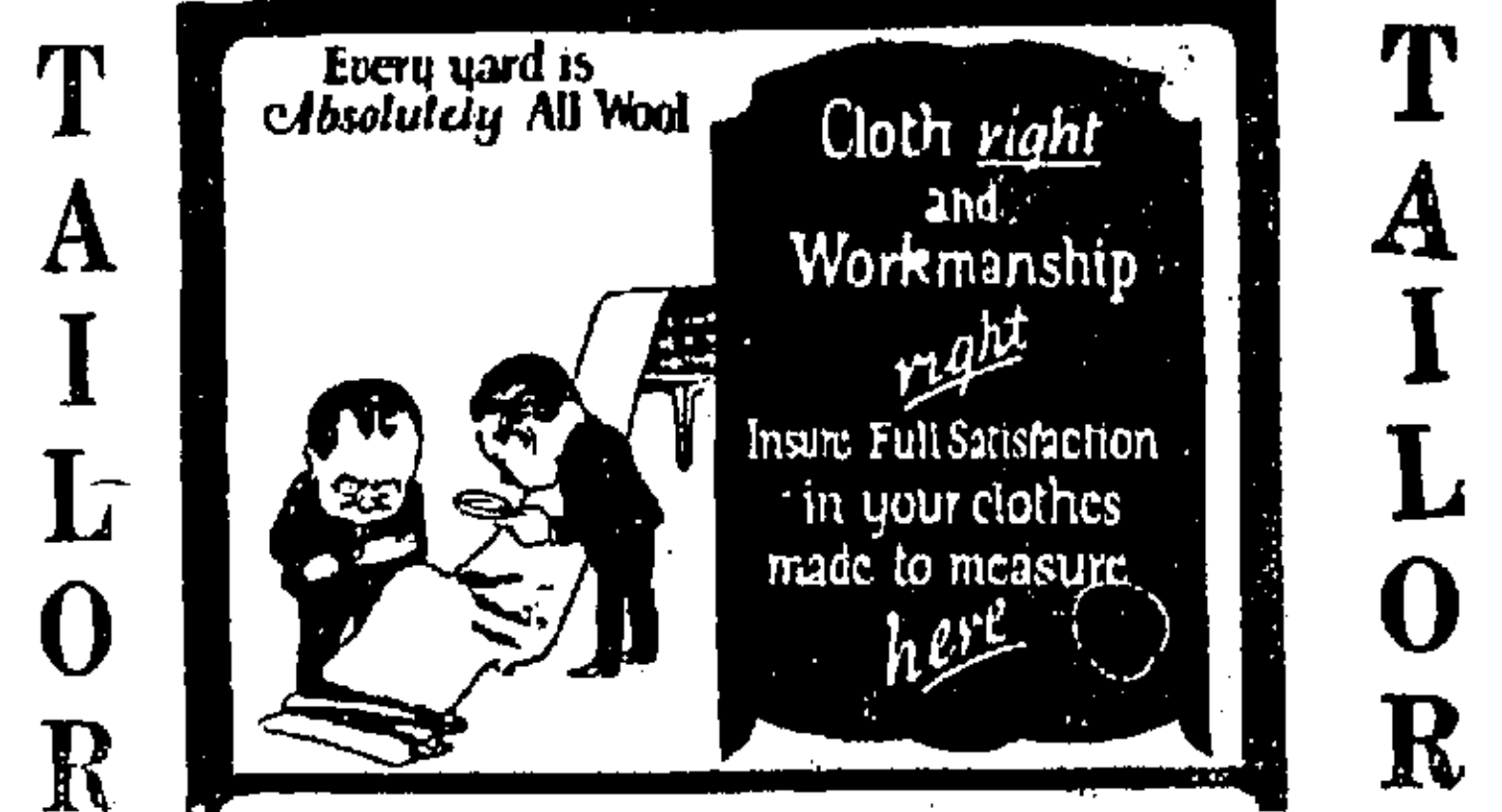
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ROYAL VISITOR

(Continued From Page 1.)

Mr. A. B. S. Clark achieved a popular victory in the novices event; and Mr. Arnold, a new arrival from the North, showed promise by getting two seconds on mounts of rather poor quality.

The attendance was encouraging at this the memorable fourth extra meeting of the season. The crowd was treated to extra selections by the Pipers and Drummers of the 2nd K.O.S.B. at intervals on the course. Racing details follow. Cash sweep results appear separately.

1.—Customs Handicap: "A" Class: Once Round (about 7 furlongs 55 yards).—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Chan Tin-sion's Winsome Stag 150 lbs. (Mr. Soares) 1
Ho Kom-tong's Imperial Hall 148 lbs. (Mr. Harriman) 2
Hynes & Mackie's Pickle 161 lbs. (H.R.H. the Duke of Gloucester) 3

John Peel's Huntington 165 lbs. (Mr. Heard) 0
Time: 1 min. 52.1/5 secs.
3 lengths, 2 lengths.
Pari-mutuel, winner \$11.70; 0 places, 1st \$9.30, 2nd \$12.40.

Winner Places
Winsome Stag 337 289
Pickle 216 260
Huntington 208 349
Imperial Hall 121 169

Winning in only a fifth of a second over the record for the course, Winsome Stag, the favourite established a commanding lead early in the race and finished without being pressed. All four ponies were fairly well backed, Imperial Hall receiving slightly less support than the others.

His Royal Highness drew the rails and got off well to a good start but wisely refrained from attempting to make the pace on a pony strange to him and with the speed of which he was in no way familiar. After a furlong he bored out slightly but soon righted himself, being content to take third place behind Huntington, with Winsome Stag running away.

After four furlongs Imperial Hall went up and was second into the straight. Pickle had dropped back to last but, hard ridden by the Royal jockey in the straight, he passed Huntington to secure a place and ran Imperial Hall down to two lengths, the latter being three lengths behind the winner.

2.—Customs Handicap: "B" Class: Once Round (about 7 furlongs 55 yards).—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Yam Man's Fifty-Fifty 159 lbs. (Mr. Loo) *1
John Peel's Nookhill 163 lbs. (Mr. Heard) *1
Tester & Abraham's The Ape 152 lbs. (Mr. Harriman) 3
Stanton & Reid's Blue World 164 lbs. (Mr. Stanton) 4
Mancunian's Alderley 160 lbs. (Mr. Backhouse) 0

Yam Man's Blue Danube 159 lbs. (Mr. da Rosa) 0
Johnud's Chow Tze Lon 149 lbs. (Mr. McCartney) 0
Mrs. K. E. Beith's Cream Cracker 144 lbs. (Mr. Loo) 0
J. C. Macgown's Duke of Nieblung 140 lbs. (Mr. Botelho) 0
McCartney's Fanling Stag 140 lbs. (Mr. A. B. S. Clark) 0
Cheng & Ng's Glory 150 lbs. (Mr. Proulx) 0

Hinson's Monk 150 lbs. (Mr. Churchhill) 0
Mrs. Sun's Mount Elburz 150 lbs. (Mr. Soares) 0
Liang & Wong's O-Moon 165 lbs. (H.R.H. the Duke of Gloucester) 0
N. Hashim's Sunning 157 lbs. (Mr. Charles) 0

Wayfoong's The Jamaica 161 lbs. (Mr. Newbiggin) 0
Time: 1 min. 54.3/5 secs.
*Dead heat, 1/2 length.
Pari-mutuel, winner (Fifty-Fifty) \$15.60, (Nookhill) \$14.10; places, 1st (Fifty-Fifty) \$11.00, 1st (Nookhill) \$8.90, 3rd \$7.00.

Winner Places
The Ape 420 747
Nookhill 217 377
Fifty-Fifty 186 247
Blue Danube 111 305
O-Moon 111 198
Blue World 58 90
The Jamaica 44 142
Mount Elburz 38 60
Glory 34 60
Sunning 32 111
Monk 21 56
Chow Tze Lon 18 24
Duke of Nieblung 15 23
Fanling Stag 13 34
Cream Cracker 12 84
Alderley 7 16

H.R.H. the Duke of Gloucester had the bad luck to be drawn well on the outside so that cracking the pace—an essential if O-Moon is ever to win—was almost an impossibility. Still, His Royal Highness got off with the van but he failed to annex the lead. Running strongly and confidently on the outside of the leading bunch, he made several efforts to improve his position but, on failing to get

(Continued on Page 5.)

Mr. A. B. S. Clark achieved a popular victory in the novices event; and Mr. Arnold, a new arrival from the North, showed promise by getting two seconds on mounts of rather poor quality.

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(Continued on Page 5.)

CRICKET

Chinese Versus Three Hong

PARKER'S DASH

On their own ground, the Chinese R.C. lost to an eleven, chosen from Ewo, Wayfoong and Talloo, by two wickets.

The batting of the home team was weak, and they would have been in a much more sorry plight but for the stand made by W. C. Hung (40) and Youngsaye (67), for the second wicket which realised 80 runs out of a total of 141. Hinton, taking four wickets for 32 runs, was the most successful bowler for the visitors.

The Combined Hong, after an indifferent start, passed their opponents' total for the loss of eight wickets. Parker played a dashing innings for 95 and was greatly responsible for the victory of his side. Scores:—

Chinese R.C.
E. A. Lee, c and b Parker . 0
W. H. Kwan, l.b.w., b Hall . 3
W. C. Hung, c Dowler, b Hinton . 40
J. L. Youngsaye, l.b.w., b Parker . 67
Ng Sze-kwong, b Hinton . 3
G. Chue, c Dowler, b Smith . 6
H. C. Hung, c Scott, b Smith . 6
Tsui Wai-pui, c Grieve, b Hinton . 6
F. K. Lee, c Hinton, b Parker . 3
A. Hung, c Massey, b Hinton . 2
J. Hung, not out . 11
Extras . 11

Total 141

BOWLING ANALYSIS.

Parker 10.1 3 23 3
Hall 9 0 47 1
Hinton 7 0 32 4
Smith 4 0 28 2

Combined Hong

O. Moor (Talloo), b W. C. Hung 4
R. A. Green (Wayfoong), c Youngsaye, b Ng Sze-kwong . 0
M. D. Scott (Wayfoong), c Lee, b W. C. Hung 30
R. H. Dowler (Talloo), b Ng Sze-kwong 33
H. V. Parker (Wayfoong), c F. K. Lee, b H. C. Hung . 95
J. R. Hinton (Talloo), c A. Hung, b Kwan 5
J. Hall (Wayfoong), c E. A. Lee, b Ng Sze-kwong . . . 4
R. J. D. C. Grieve (Ewo), c Youngsaye, b Ng Sze-kwong . 5
B. P. Massey (Wayfoong), c Youngsaye, b W. C. Hung . 7
W. L. Smith (Ewo), c Tsui Wai-pui, b E. A. Lee . . 4
E. P. Streatfield (Wayfoong), not out 0
Extra 0

Total 188

BOWLING ANALYSIS.

W. C. Hung 12 0 65 2
Ng Sze-kwong 8 0 52 4
Kwan 9 0 51 2
Chue 1 0 11 0
H. C. Hung 1 0 5 1
E. A. Lee 1 0 4 1

YACHTING

Ladies' Cup Race Yesterday

WIN FOR "BOOJUM"

The Ladies' Cup race for racing yachts was sailed by the Royal Hong Kong Yacht Club yesterday afternoon, and resulted in a fine win for "Boojum."

Fifteen yachts took part in the race, but only seven finished the course, which was as follows:—Lyman Beacon (P), Kowloon Rock (P), Mark on Line (P), and Channel Rocks (S). Distance 9.4 miles.

The race started at 2.35 p.m., and details are appended:—

TIME
"Diana" (3rd) 6.00.45
"Colleen" (6th) 6.12.28
"La Linda" (4th) 6.01.50
"Boojum" (1st) 5.48.15
"Pierrette" (2nd) 5.48.53
"Zephyr" (5th) 6.29.00
"Why Wonder" (7th) 6.38.14

The following yachts did not finish:—"Dorothea," "Daphne," "Ailsa," "Bluenose," "Speedwell," "Adanac," "Gael" and "Joan."

10.08 " S. K. Simpson, S. S. Perry.
10.12 " J. S. MacLaren, A. O. Brawn.
10.16 " J. P. Sherry, F. Lobel.
10.20 " A. Leach, A. D. Humphreys.
10.24 " L. Yates, L. Garner.
10.28 " A. H. Ferguson, L. R. Andrews.
10.32 " K. E. Greig, I. H. Gear.
10.36 " R. H. Chubb, B. J. Lacon.
10.40 " Major Beamish, Col. Matthews.
10.44 " P. Jacks, G. Davidson.
10.48 " D. J. Gilmore, T. L. Christie.
10.52 " J. Cameron, W. A. H. Maxwell.

GOLF

Singles in Ryder Cup

BRITAIN WINS

London, Yesterday.
At Moor Town the weather was fine for the resumption of play in the singles of the Ryder Cup, and the crowd was greater than yesterday. Overnight rain had refreshed the course.

At the end of the morning round Duncan was five up; Charles Whitcombe, six up; Compton, one up; Diegel, five up; Boomer, two up; Robson and Horton Smith were all square; Ernest Whitcombe and Espinosa were all square; and Cotton and Watrous were all square.

C. Whitcombe v. Farrell
A couple of birdies after a half made Whitcombe two up at the third hole. Farrell, driven out by fifty yards, won the sixth. Whitcombe, holding a seven-footer at the seventh hole, maintained his 2-0 lead. Farrell was erratic in all departments and allowed Whitcombe to take the 15th and 16th (the latter a birdie) and the 17th and 18th.

Duncan v. Hagen
Duncan, after four halves, won the fifth hole. After pulling a drive to the woods and having to play a provisional tee shot, he turned one up. He won the 10th and 12th and the tee shot—the latter, two yards from the pin for two and became four up at the 18th. He halved the 14th and 15th, Hagen winning his first hole at the 16th. Duncan won the 17th and 18th, the latter costing Hagen six cards. Score: Duncan, 69; Hagen, 57.

A. Compton v. Sarazen
Sarazen was two up at the sixth hole. He was hard pressed, but saved his lead with brilliant chips and puts. Compton rallied with birdies at the ninth and tenth, squared, and took the lead for the first time at the 16th.

A. Mitchell v. Diegel
Abe Mitchell was unfortunate in meeting an opponent who was merciless, Diegel reeling off birdies frequently and being five up at the 13th hole. Mitchell, who went round in 70, won only the 18th hole.

Boomer v. Turnesa
Boomer fought a gallant uphill fight, being two down at the 11th hole. He won the last four brilliantly.

Robson v. H. Smith
Robson turned one up, lost the 10th, and regained the lead at the 14th. The American, however, circumvented a stymie to square at the 18th.

E. Whitcombe v. Espinosa
Ernest Whitcombe turned square and missed a chance of winning at the 17th hole.

Cotton v. Watrous
Cotton was three down at the third, and squared at the 11th. Watrous led one up to the 18th hole, where Cotton holed a chip to square.

Results at a Glance

London, Later.
Charles Whitcombe beat Farrell, the American Open Champion, by eight up and six to play.
George Duncan beat Hagen, 10 up and eight to play.
Diegel beat Abe Mitchell nine up and eight to play.
Archie Compton beat Sarazen, six up and four to play.

The Result

London, Later.
Britain has won the Ryder Cup.

The order of play in the singles was as follows:—

Charles Whitcombe v. Farrell.
Archie Compton v. Sarazen.
Abe Mitchell v. Diegel.
George Duncan v. Hagen.
Aubrey Boomer v. Turnesa.
Fred Robson v. Horton Smith.
Ernest Whitcombe v. Espinosa.

T. H. Cotton v. Watrous.
Native Amateur Championship
In the English Native Amateur Championship at Gosforth Park Sutton was one up against Tipping at the end of the first round in the final.—Reuter.

AT FANLING

Starting Times For This Forenoon

Starting times for to-day at Fanling are as follow:—

9.28 a.m. W. J. Gordon, H. G. Howard.
9.32 " C. B. Brown, H. A. Mills.
9.36 " R. K. Hepburn, G. W. Sewell.
9.40 " O. D. Brown, E. D. Lawrence.
9.44 " E. P. Fletcher, W. K. Taft.
9.48 " A. B. Purves, A. E. Lissaman.
9.52 " E. D. Black, G. E. Mitchell.
9.56 " M. G. Mills, F. M. Ellis.
10.00 " A. Somerfelt, T. S. Whyte-Smith.
10.04 " W. J. S. Key, S. T. Butlin.

(Continued at foot of next Column.)

MILITARY SPORTS

S.C. Command Holds Inter-Unit Contest

ONE OPEN EVENT

The Athletic sports, under the aegis of the South China Command, for regiments stationed here, will be held on May 3 and 4, at Sookumpoo Valley.

The various events will be contested by teams from different units. There will only be one open event for the public—the one mile flat race, to be held on Saturday, May 4.

CUP FINAL

Bolton Win at Wembley

London, Yesterday.

To-day 93,000 spectators, including the Prince of Wales, (who received a tremendous ovation) witnessed the final of the English Football Cup. There was no scoring at half-time, but in the second half Butler and Blackmore scored for Bolton without Portsmouth responding, the scoring thus being:

Bolton 2
Portsmouth 0

The teams, on lining up, were presented to the Prince of Wales.

In the first ten minutes Portsmouth pressed almost continuously, and their forwards, showing splendid cohesion, beat Bolton's international half-backs repeatedly. Bolton's passing was erratic. Portsmouth never flagged, but at the end of 25 minutes, Bolton broke through, led by Mitchell, and W. Cook. The left-winger flashed in to the centre, Blackmore. The centre-forward shot from ten yards, but Bell, the left back, blocked the effort.

Portsmouth took up the attack again, and a shot from left inside, went over the cross-bar. Next W. Cook burst away and put the ball at Blackmore's foot, but Bell tackled Bolton's leader and promptly averted danger. Play continued most thrilling, but half time came without any scoring.

Later.
Bolton beat Portsmouth by 2 goals to nil, Butler and Blackmore scoring for Bolton in the second half.

players were worked to a standstill.

Comment on the Players

The Somersets gave a great display, although they made mistakes. Hall was not too convincing in goal at the start.

Hayward and Lawrence were a stalwart pair of backs.

The military halves were a fine trio, West and Knapp playing great football at times.

In an even forward line Bewley, Butler, and Rayson took the eye, the left wing giving some fine touches.

Chan Shek played soundly in the Athletic goal.

Lai Yak-tat, excepting for one mistake (a bad one) and his partner kicked accurately and well.

Lam Yak-ying had a big wing in the Somersets left, but the Athletic player played a "classy" game and Wong Shiu-wo kicked strongly.

The Athletic forwards were very smart. Chen and Suen—the big wing, took a lot of watching and were ever dangerous, while Wong Pak-cheong was a steady pivot. Lai Wai-koon has played better, but some of his touches with Ng Kam-chuen on the right were clever, the winger playing well.

SECOND DIVISION

Presentation of Cups and Medals

At the conclusion of the game—

Mr. W. E. Hollands, Hon. Secretary of the Football Association, asked Mrs. P. J. Wodehouse, wife of the Vice-President of the Association, to present the Cups and medals to the winners (Navy) and runners-up (K.O.S.B.) of the Second Division of the League.

The players received a hearty reception.

Mrs. Wodehouse was presented with a lovely bouquet by little Miss Hollands.

Replay on Monday

We are officially informed that the replay necessary owing to the drawn match will take place tomorrow (Monday) at Caroline Hill at 5 p.m. and that extra time will be played if necessary.

FOOTBALL LEAGUE

Championship Still Undecided

DRAW AFTER EXTRA TIME

Somersets Hold The Athletic

All roads in local "soccer" led to Caroline Hill yesterday when, after 90 minutes' play, the Somersets and the Chinese Athletic drew in a thrilling game before an immense gate, the large stands being packed before the kick-off.

A draw about represented the run of play as each side missed good scoring chances and the fortunes of the game fluctuated considerably.

The match itself was a thriller. Although there were poor patches there was much rousing and clever football.

The Game

Before a packed ground with thousands on the higher slopes the teams turned out as under: The Athletic had the assistance of Lai Wai-koon and Ng Kam-chuen, the latter appearing after several weeks' absence. The Somersets rung two changes, Knapp coming in at right half and Rayson going to outside right.

Somersets:—Hall; Hayward, Lawrence; Knapp, West, Chedzey; Rayson, Baker, Guest, Bewleybull, and Butcher.

Chinese Athletic:—Chan Shek; Wong Shiu-wo, Lai Yak-tat; Lam Yak-ying, Wong Shiu-wo, Ho Cho-ying; Ng Kam-chuen, Lai Wai-koon, Wong Pak-cheong, Suen Kam-sung, and Chen Kwong-lu.

Referee—Mr. F. Smith.

A Bright Dash Early

The Athletic kicked off and Chen showed his paces early with a bright dash on the left and the Somersets goalkeeper had to throw away. Butcher and Bewleybull, with nice passing, took the ball to the other end, but a free to the Athletic relieved. Hall saved from Suen, and the Chinese crack just after sent outside with a fine drive. West initiated a fine movement and the Somersets were dangerous, but Wong Shiu-wo relieved with a fine kick. The Athletic tried to get their left wing machine working, but Knapp was a fine half-back and behind him Hayward and Lawrence were kicking a fine length. Dainty footwork by Wong Pak-cheong and Lai Wai-koon nearly put China in, but Lawrence relieved strongly, and after a great tussle around the Somersets' goal the leather was got away amidst great excitement. The Somersets now took up the running again, and with Rayson and Bewleybull both up, the inside forward missed a great chance. The Athletic almost immediately after attacked hotly, and Suen, going right through after a clever bit of work by Wong Pak-cheong, banged hard against the goalkeeper. Excitement was intense. Both sides were playing a rousing game, and the match was forceful and withal clever. The interval arrived with a blank score sheet.

Desperate Play

The second portion of the game was desperately fought out, both teams showed signs of the hard going the Somersets fore and aft were playing strong football and excepting for a few lightning like dashes of Chen on the wing there was not much in it, the defence on both sides being strong. Bewleybull tested Chan Shek with a great shot well out, whilst Suen placed beautifully for Chen, who hit the side post.

The Somersets forced several corners which were splendidly placed by Butcher, and Chen Shik just got to one high in the corner. End to end play of a fast nature was the order. West doing great work with the speedy Chinese insides, but, although both sets of forwards came near to scoring, time arrived with no score.

Extra Time

The extra time necessitated opened sensationally for within two minutes Suen slipped the backs cleverly and scored nicely.

The Somersets stuck grimly to their task and Guest came near, but the Athletic led at the interval.

The concluding interval of ten minutes saw the Somersets put on a fine spurt and Chan Shek saved from Baker and Guest in succession.

Somersets Saved!

Time was slipping away and the crowd had gathered round the Grand Stand obscuring a portion of the play, but in the last half minute of the match Lai Yak-tat hesitated to clear and Bewleybull netted.

The match will require to be replayed. It certainly was a great afternoon's sport and some of the

players were worked to a standstill.

Comment on the Players

The Somersets gave a great display, although they made mistakes. Hall was not too convincing in goal at the start.

Hayward and Lawrence were a stalwart pair of backs.

The military halves were a fine trio, West and Knapp playing great football at times.

In an even forward line Bewley, Butler, and Rayson took the eye, the left wing giving some fine touches.

ROYAL VISITOR

(Continued from Page 4.)

through the field, hung on for the finish. The result was that he had fallen back to third last with only 1/4 mile to go. In the straight, however, he came through with a strong burst to finish eighth.

Starting from near the rails, Mr. Heard had his mount, Nookhail, on his toes first and was soon away. For the greater part of the circuit Fifty-Fifty kept him company. Into the straight Nookhail led by three lengths. The Ape had come through then from the far end. Fifty-Fifty was not to be denied, however, and fighting a second time, just managed to deaden Nookhail with Nookhail for first. The Ape did not show his usual speed up the stretch and failed by 1/2 length in a very interesting race, the honours of which were confined to a few. Blue World was going nicely at the end.

3.—Customs Handicap: "C" Class: Once Round (about 7 furlongs 55 yards). For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Ulster's Ace of Spades 158 lbs. (Mr. Charles) 1
Mrs. R. M. Austin's Army 147 lbs. (Mr. Arnold) 2
Hynes & Mackie's Papaya 153 lbs. (Mr. da Roza) 3
D. A. Cane's Movannagher 152 lbs. (Mr. Cane) 4
Service's As You Like It 158 lbs. (Mr. Churchill) 0
Mancunian's Bowden 155 lbs. (Mr. Ip Kuei-ying) 0
Hee Cheng's Bronze Idol 153 lbs. (Mr. McCartney) 0
W. T. Chung's Cavalier 162 lbs. (Mr. Lee) 0
Dynasty's Dark Eyes 150 lbs. (Mr. Newbiggin) 0
Hau Un's Desert Storm 159 lbs. (Mr. Proulx) 0
Selth's Heretofore 158 lbs. (Mr. A. B. S. Clark) 0
Ho Kom-tong's Kom Tong Hall 162 lbs. (H.R.H. the Duke of Gloucester) 0
Mrs. Charles's May 150 lbs. (Mr. Lee) 0
Topside's Mountain Air 146 lbs. (Mr. Harriman) 0
James' Rummy 157 lbs. (Mr. Backhouse) 0
M. M. Watson's Siang River 150 lbs. (Mr. Stanton) 0
W. E. L. Shenton's The Plamigan 151 lbs. (Mr. Soares) 0
W. K. Lo's White Mist 154 lbs. (Mr. Liang) 0
Harry & Henry's Zenjibill 158 lbs. (Mr. Heard) 0

Time: 1 min. 56 secs.
A head, 2 lengths.
Parimutuel, winner \$39.80; places, 1st \$20.40, 2nd \$45.20, 3rd \$18.00.

Winner Places
Zenjibill 515 980
Ace of Spades 123 172
Mountain Air 93 272
Dark Eyes 78 106
As You Like It 49 112
The Plamigan 44 62
Papaya 40 204
Kom Tong Hall 31 98
Army 28 66

4.—Substitute Stakes: One Mile. Value \$500. For all China Ponies. Catch weights at 10 st. 9 lb. Winners of one race this year, 5 lbs. penalty; of two races 7 lbs. penalty; of three or more races 10 lbs. penalty. Subscription Grifflins of this Club of any Season allowed 7 lbs. Entrance Fee \$5. 2nd Prize: \$300. 3rd Prize: \$150.

Hinson & Wong's Chesapeake Bay 156 lbs. (Mr. Harriman) 1
Hau Un's Monterey Bay 154 lbs. (Mr. da Roza) 2
Lau & Lee's Duke of Chantilly 158 lbs. (H.R.H. the Duke of Gloucester) 3

Time: 2 mins. 03.3/5 secs.
2 1/2 lengths, many lengths.
Parimutuel, winner \$10.30; place, 1st \$11.60.

Winner Places
Chesapeake Bay 722 120
Duke of Chantilly 607 139
Monterey Bay 326 51

In spite of a magnificent attempt by H.R.H. the Duke of Gloucester, his mount Duke of Chantilly disappointed—but only after a game fight.

Monterey Bay made the pace on the rails with Duke of Chantilly behind and Chesapeake Bay lying handy. Two furlongs having been covered, His Royal Highness sent his mount up and gained perceptibly on Monterey Bay. At the Rock these two ponies were running together but Chesapeake Bay had also moved up. At the Village Chesapeake Bay (the favourite) had moved into the lead and then Mr. Harriman won comfortably. Monterey Bay ran gamely.

At the distance post the Duke of Gloucester brought out the whip but the pony failed to respond and His Royal Highness, realising the position, gradually eased off.

5.—Lead Mine Handicap: "B" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

John Peel's Skinfaxi 154 lbs. (Mr. Heard) 1
K. H. Kay's Szatmar 140 lbs. (Mr. Backhouse) 2
Chan & Rafeek's Nara Stag 145 lbs. (Mr. Soares) 3
R. M. Austin's Brigade Call 146 lbs. (Mr. Arnold) 4
Roda's Bright Prospect 142 lbs. (Mr. Lee) 0
Cheng & Ng's Doubtful 147 lbs. (Mr. Gregory) 0
Kitchell & Li's Duke of Melrose 163 lbs. (Mr. Harriman) 0
Lau & Lee's Duke of Normandy 148 lbs. (Mr. Lee) 0
Ulster's Erin's Isle 163 lbs. (Mr. Charles) 0
Fiddes' Gold Medal 140 lbs. (Mr. Botelho) 0
Dynasty's King's Falloch 157 lbs. (Mr. Newbiggin) 0
Stanton & Reidy's Mowgli 150 lbs. (Mr. Stanton) 0
Mac's Zephyr 140 lbs. (Mr. Proulx) 0

Time: 2 mins. 41.4/5 secs.
1 1/2 lengths, 1 length.
Parimutuel, winner \$24.00; places, 1st \$9.90, 2nd \$50.70, 3rd \$36.80.

Winner Places
Mowgli 370 591
Skinfaxi 279 573
King's Falloch 233 324
Duke of Melrose 222 444
Erin's Isle 205 298
Brigade Call 51 94
Nara Stag 37 89
Bright Prospect 28 62
Szatmar 19 62
Zephyr 17 72
Duke of Normandy 17 52
Doubtful 11 23
Gold Medal 5 12

Good riding told its tale here when Mr. Heard gave a telling account of himself on Skinfaxi. Keeping close to the pacemakers for nearly a mile, he was second into the straight where he easily passed Duke of Melrose and went on to win as he liked.

Szatmar surprised by doing so well, coming up swiftly from the distance post where at least six ponies were battling for the last two places.

Nara Stag lay fourth from the foot of the incline to the straight but Mr. Soares' determined effort just turned the scale to stave off Brigade Call for place money.

Brigade Call and his rider were in no way disgraced, running on encouragingly towards the finish.

Mowgli, the favourite, failed to impress at the critical moment although fairly well placed.

King's Falloch made the running to begin with but was disposed by Duke of Melrose who cracked a hot pace, the latter literally disappearing in the last 200 yards. Doubtful was well up for a flash and Erin's Isle did poorly.

6.—Pineapple Plate: Six Furlongs.—For China Ponies that have started in Hong Kong at least twice this year and have not won any where more than one race this year. Winners 7 lbs. penalty. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

False Alarm 523 623
King's Parade 153 253
Sunshine 137 260
Duke of Milan 144 217
Inca 58 135
The Jungle Book 42 102
Pumpkin 27 33
Bintang 11 22
Ploughman 10 12
Big Ben 6 16
Charleston 5 11
Mirror Hall 4 12

A very interesting race up the straight decided the issue against False Alarm, the favourite, on which Mr. Arnold left his last drive until too late. Inca actually was in front for a while but was beaten out of a place.

Duke of Milan made the running for most of the distance, being passed by Inca with 1/4 mile to go. Hereabouts King's Parade showed through and stayed in front to the judge's box.

False Alarm was not in the fight until after the mile post when Duke of Milan was passed and then Inca. In the last few strides Duke of Milan just shook off Inca for third place.

The Jungle Book was prominent when the starter's flag fell but failed altogether.

Bintang and Big Ben were tailed off very early. They finished by themselves, cheered by those in the owners' and jockeys' stand and Bintang (on the rails) just avoided last position to make a fitting wind up to this event for novices.

7.—Fotomut Plate (Novices): One Mile.—For China Ponies—Non-winning Subscription Grifflins of this club of any Season. Weight for inches as per scale. Subscription Grifflins of this Club of this Season allowed 5 lbs. To be ridden by jockeys who have not won five flat races in Hong Kong, China or elsewhere. Jockeys 2 lbs. extra for each race won. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Service's King's Parade 147 lbs. (Mr. A. B. S. Clark) 1
R. M. Austin's False Alarm 147 lbs. (Mr. Arnold) 2
Lau & Lee's Duke of Milan 152 lbs. (Mr. Lee) 3
Ip & Mo's Inca 147 lbs. (Mr. Ip Kuei-ying) 4
S. To Wong's Big Ben 150 lbs. (Dr. S. T. Wong) 0
O. Kitchell's Bintang 150 lbs. (Mr. Kitchell) 0
H. R. Strut's Charleston 144 lbs. (Mr. J. J. Basto) 0
Liang & Wong's Mirror Hall 152 lbs. (Mr. Liang) 0
Lau & Lee's Ploughman 155 lbs. (Mr. Lau) 0
Hynes & Mackie's Pumpkin 156 lbs. (Mr. McCartney) 0
F. Label's Sun Shine 147 lbs. (Mr. Label) 0
Harbot's The Jungle Book 147 lbs. (Mr. Botelho) 0
Time: 2 mins. 11 secs.
3/4 length, a neck.
Parimutuel, winner \$32.00; places, 1st \$7.80, 2nd \$6.10, 3rd \$5.30.

8.—Lead Mine Handicap: "A" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Eve's Grand Tattoo Eve 159 lbs. (Mr. Heard) 1
Ho Kom-tong's Town Hall 161 lbs. (Mr. Harriman) 2

(Continued on Page 22.)

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4041.

Yam Man's One-Third 158 lbs.

(Mr. da Roza) 1
Bennett & Cave's San Francisco 158 lbs. (Mr. Heard) 2
Harbot's City Hall 158 lbs. (Mr. Harriman) 3
W. T. Stanton's Buster 158 lbs. (Mr. Stanton) 4
K. H. Kay's Tarmacadam 152 lbs. (Mr. Backhouse) 0

Time: 1 min. 31.2/5 secs.
2 1/2 lengths, 1 length.
Parimutuel, winner \$31.50; places, 1st \$7.50, 2nd \$5.70.

Winner Places
San Francisco 1,094 917
One-Third 223 232
City Hall 149 229
Tarmacadam 77 90
Buster 49 129

Quiet confidence among the pony associations were justified, One-Third returning to winning form and upsetting the odds the public had laid on San Francisco.

The favourite made the pace a scorcher with One-Third content to hold on two lengths in arrears.

Tarmacadam and City Hall (the latter in new colours) moved up after two furlongs and ran for a few strides level with One-Third, with San Francisco still going strongly in front.

Buster, from the rear, swept up at the Village and beat both City Hall and Tarmacadam.

Meanwhile One-Third had gone on to join in a short, sharp tussle with San Francisco from the two miles post to the one mile post, where One-Third won. Buster ran on but City Hall showed a nice turn at the end to regain third money.

9.—Fotomut Plate (Novices): One Mile.—For China Ponies—Non-winning Subscription Grifflins of this club of any Season. Weight for inches as per scale. Subscription Grifflins of this Club of this Season allowed 5 lbs. To be ridden by jockeys who have not won five flat races in Hong Kong, China or elsewhere. Jockeys 2 lbs. extra for each race won. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

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Time: 2 mins. 11 secs.
3/4 length, a neck.
Parimutuel, winner \$32.00; places, 1st \$7.80, 2nd \$6.10, 3rd \$5.30.

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(Continued on Page 22.)

BUSINESS OPPORTUNITY.

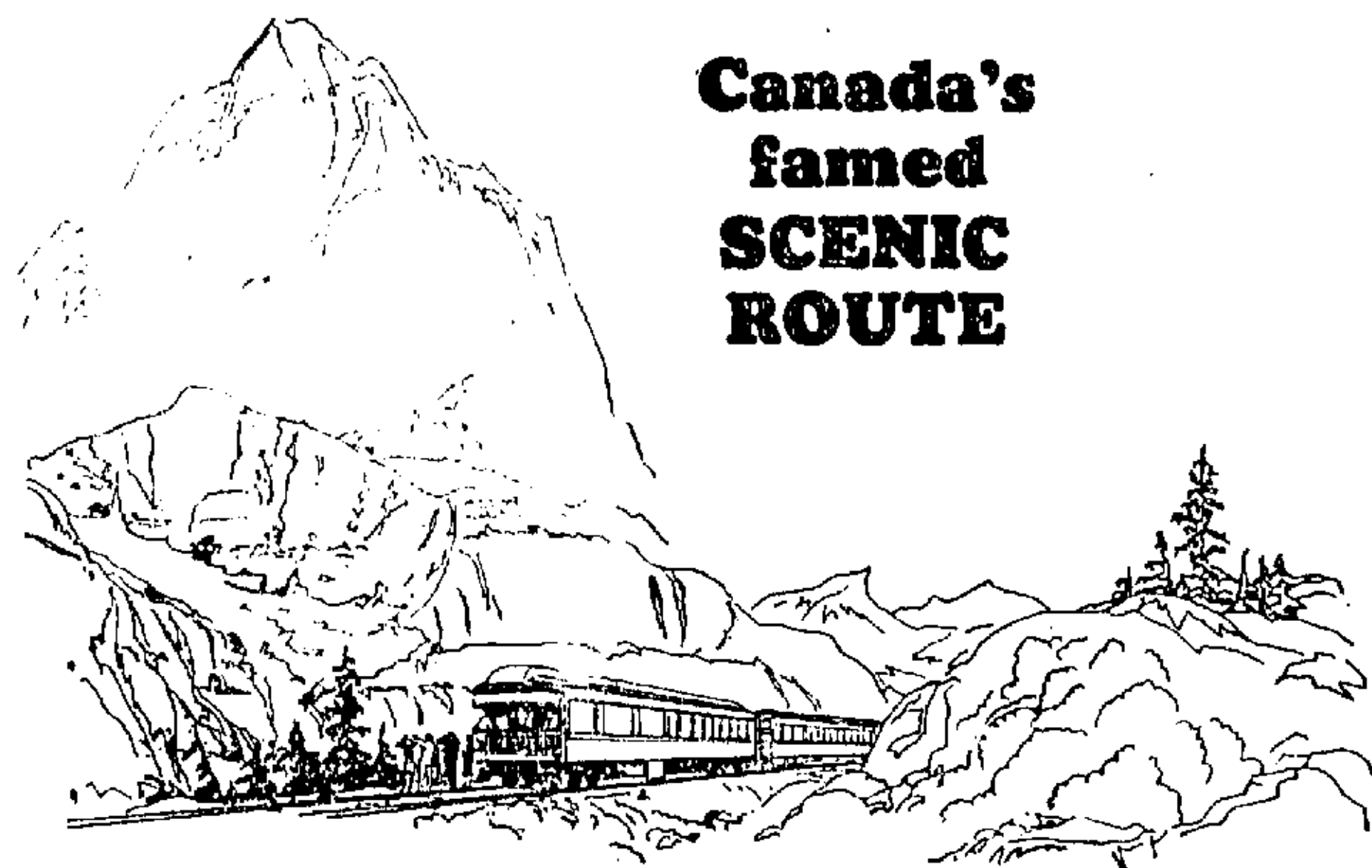
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(Continued on Page 22.)

Canada's famed SCENIC ROUTE



Through the Choicest Gems of the Canadian Rockies...a glorious trip

For scenery, for comfort, for whole-souled enjoyment every minute, take this new route through the Canadian Rockies.

You cross them at the lowest altitude and easiest gradient of any transcontinental line, yet see their loftiest peaks. Stop off at Jasper National Park, if you will. Explore its scenic wonders. Then on,

past foothills, golden prairies, inland seas and farmlands, to the East, where Niagara Falls awaits you.

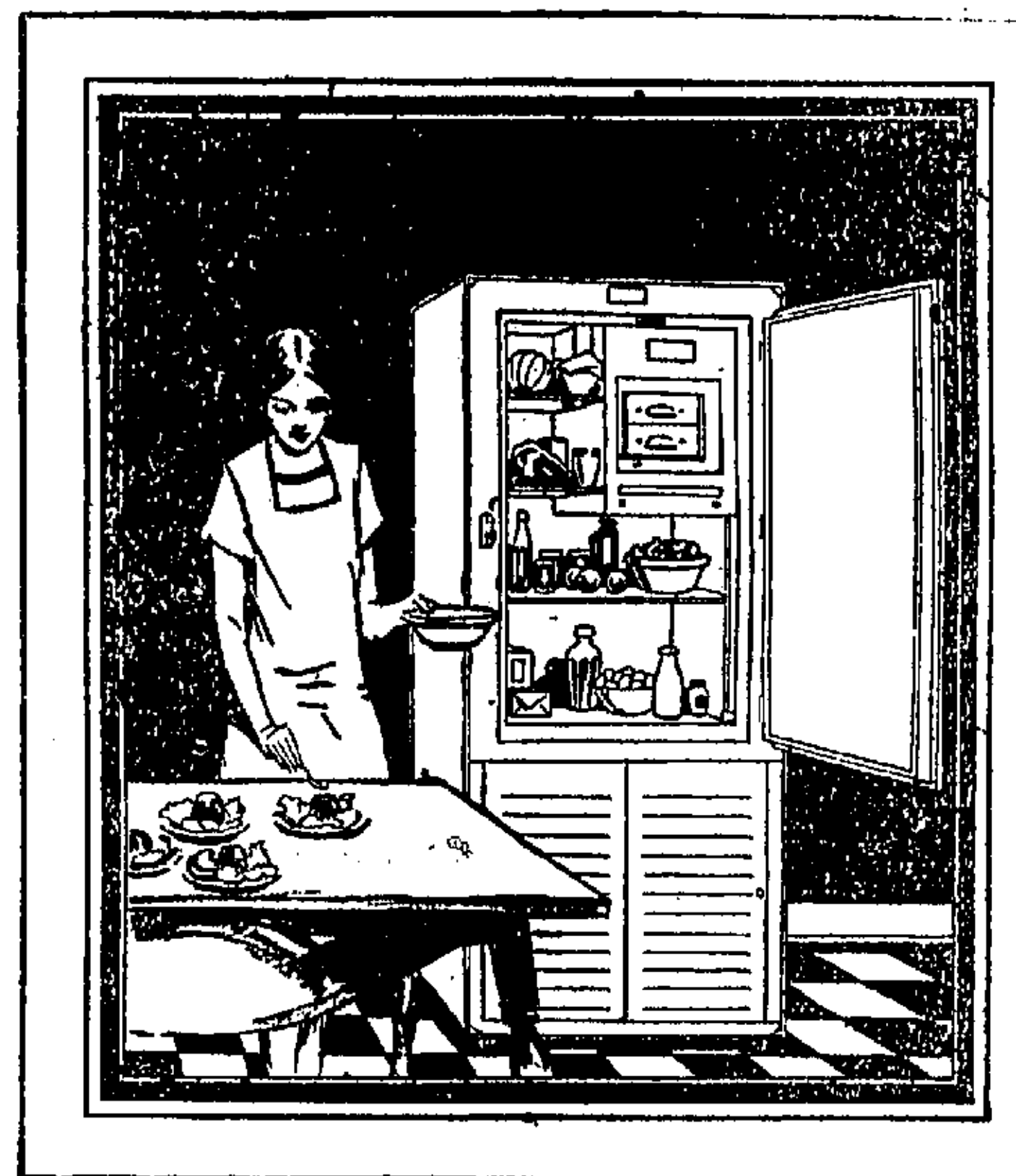
Daily trains from Vancouver. All-steel and radio equipped. Delightful dining car menus, reasonably priced. Or take the alternate route from Prince Rupert after a pleasant sail up the Coast from Vancouver.

Through bookings on all steamship lines. For rates, literature and information, apply Asiatic Building, Hong Kong.

CANADIAN NATIONAL

The Largest Railway System in North America

(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

Have your Frigidaire Now
Benefit by its economy as you pay for it

IT'S so easy to have Frigidaire. A visit to our showroom, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply. All your foods will be better kept. You will have plenty of ice cubes for table use. You'll

wonder how you ever got along without Frigidaire.

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy. Call or phone for a demonstration

FRIGIDAIRE

Product of GENERAL MOTORS

Sole Distributors for Hong Kong & South China.

DODWELL & CO., LTD.

Tel. C. 1030.

Tel. C. 1030.

LOCAL TENNIS

New Ruling As To Balls

THE "DUNLOP"

At a meeting held on Thursday last, the Hong Kong Tennis Association adopted a new ruling regarding its previous ruling by which only Slazenger balls had been permitted to be used in the local League Tournaments. The new ruling now permits the use

in local League Tournaments of any make of "standard" ball.

In effect this disallows the stitched type of ball, and thus brings the Hong Kong Tennis Association into line with the International Tennis Federation, which disallows the stitched type.

It is pointed out that the objection leading to the official banning of the stitched type of ball was that in play the seams in the stitched type become "raised," and thus gives an added and unnatural spin off the racket. We are informed that samples

of the new Dunlop Tennis Ball were submitted for the approval of the Hong Kong Tennis Association and that permission has been granted for the use of the Dunlop ball in local League fixtures, which are scheduled to commence on Saturday next, May 4.

Major Hudson, the Rhodesian Minister for Defence, says that he is sure the Government will do all it reasonably can to subsidise the proposed Imperial Airways service to Cape Town.



DOLLAR WEEK

AT

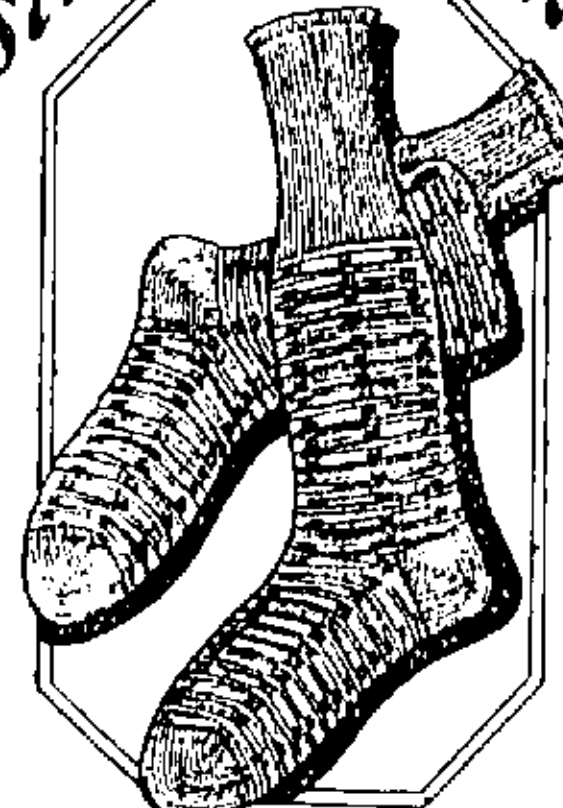
WHITEAWAYS.

MONDAY TO SATURDAY

APRIL 29th to MAY 4th

EVERY DAY A DOLLAR DAY.

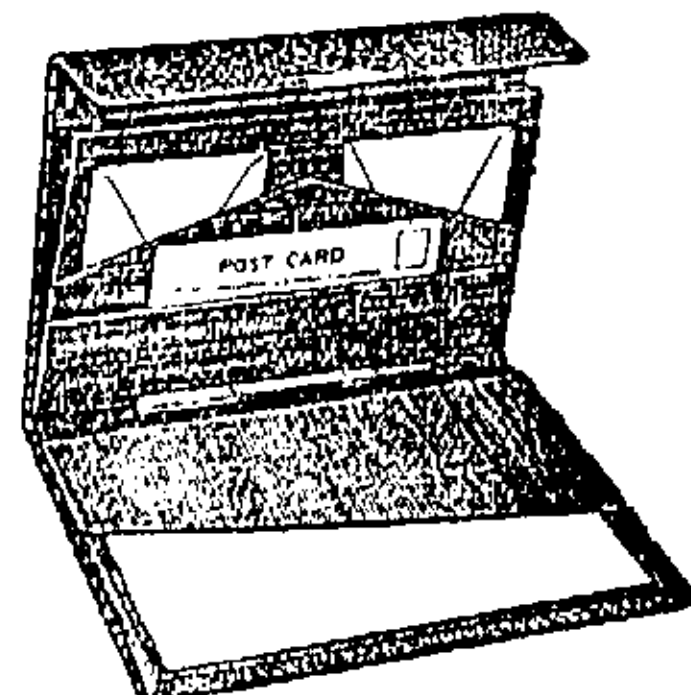
*Novelty Artificial
Silk and Cotton*



Socks

MEN'S ARTIFICIAL SILK HOSE.
Double Heel and Toes. Assortment
of latest patterns. All sizes.

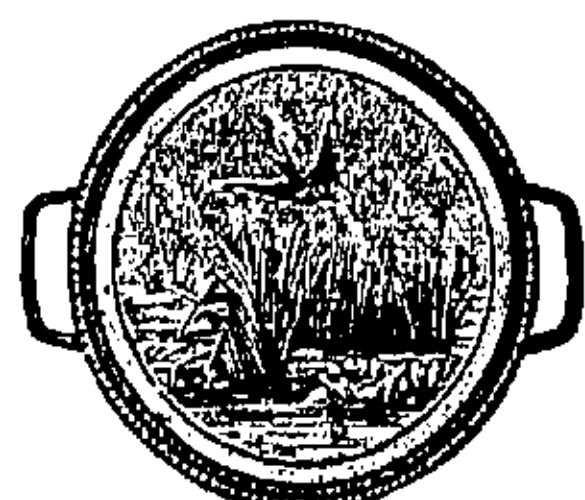
\$1.00 Pair.



**LEATHERETTE
WRITING CASES.**

Various Colours. Very Compact For
Traveling, etc.

\$1.00 Each.



**"PLATINUM"
FOUNTAIN PEN**

Self-filling. Fitted pocket clip and
non-corroding nib. Fine, medium
and broad. Colour—Black, red and
triplewave.

\$1.00 Each.



BATH SALTS

Packed in neat glass jars. Delight-
fully perfumed. Rose, violet, laven-
der, eau de cologne and verbena.

\$1.00 Jar.

**WHITE EMBROIDERED
HANDKERCHIEFS**

Swiss made. Of fine quality cotton.
Neat designs. 6 in a Box.

\$1.00 Box.

**PLAIN
PILLOW CASES**

Plain buttoned pillow cases. Hard
wearing. Size 20" x 30".

\$1.00 Each.

**WHITE
TURKISH TOWELS**

Made of strong Egyptian cotton.
Very soft and absorbent. Sizes
22" x 40".

\$1.00 Each.

**"SIGHTSAVA"
SUN GLASSES**

Imitation tortoise shell rims and ear
arms. Colours: smoke, green and
amber.

\$1.00 Pair.

**"ROSE FOAM"
SHAVING STICKS**

Produces a rich and creamy lather.
Softens the stiffest beard.

\$1.00 for 3

**ASSORTED TOILET
SOAP**

Good quality. Assorted perfumes.
Brown Windsor. Wall flower. Butter
milk and boracic cream.

\$1.00 for 6 Tablets.

**"MARVEL"
WRITING PADS**

Containing 50 sheets superfine bank
paper. Ruled faint.

\$1.00 for 5.

**"PRIMA"
BRIAR PIPES**

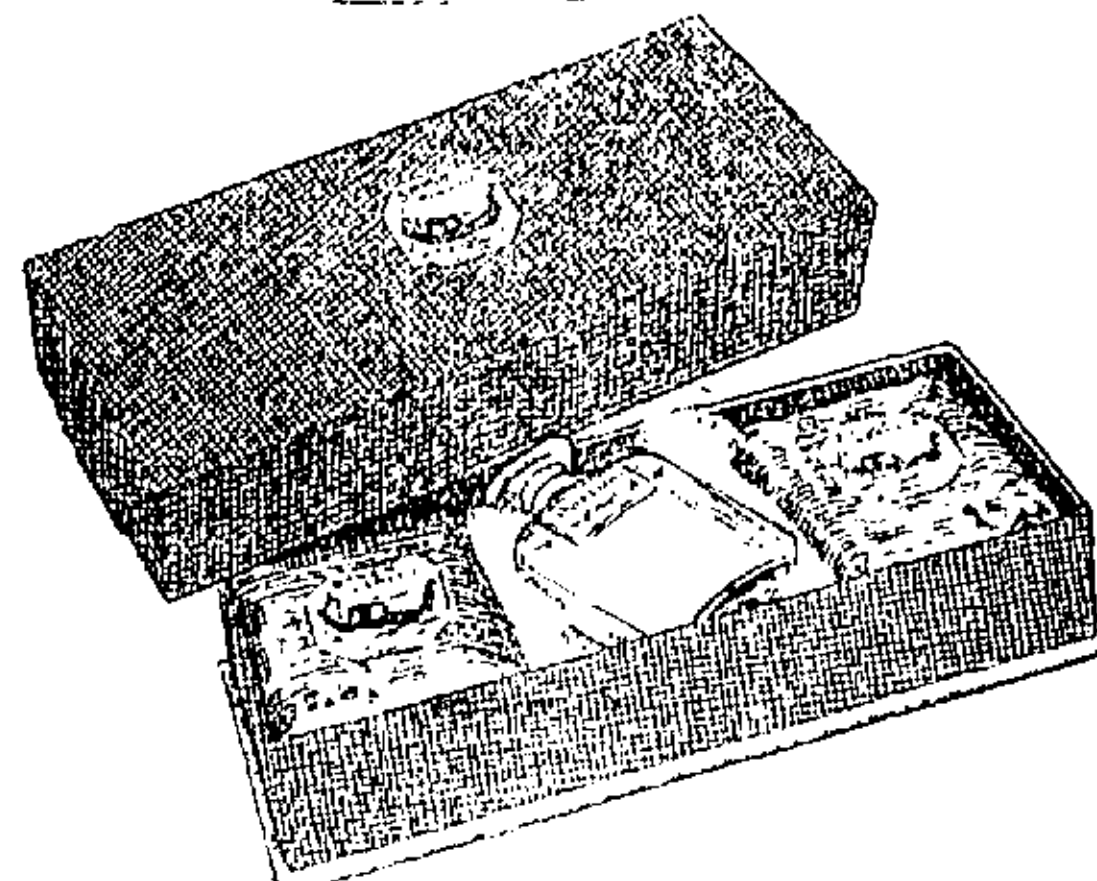
London made. Fitted push in mouth
piece. Cool smoking. Various shapes.

\$1.00 for 3

**FOLDING
COAT HANGERS**

Strongly made. And smoothly finish-
ed. Folds flat. Handy for travelling.
Exceptional value.

\$1.00 for 10.



"Mardonia" "Venitia" and
"Narcisse Des Alpes" Boxes
of Soap and Perfume.
Packed in Decorated Boxes

\$1.00 Box.

**COLOUR BORDERED
CASEMENT CLOTH**

The most serviceable curtain
material. Various colours
and Patterns. 50in. wide.

\$1.00 Yard.

"SLIMFIT" BRASSIERE



Strong White Cotton and Elastic
Brassieres. Very Comfortable
Fitting. Various sizes.

\$1.00 Each.

POSIES

Suitable for evening or day wear.
Very Natural and Attractive.
Large Assortment

\$1.00 Each.

**"FAMOUS"
PAPER COVERED NOVELS**



3,000 ONLY
"FAMOUS" PAPER
COVER NOVELS.

Latest Stories by well-known
Authors.

\$1.00 for 3

**RUBBER
TOILET SPONGES**

Soft and serviceable. Assorted colours.
Red, blue, green and orange.

\$1.00 for 2.

BORDERED VOILES

Various floral border designs. The
ideal Summer dress material. 46"
wide.

\$1.00 Yard.

SWABS

Useful for washing floors, dishes and
general household purposes. Size
18" x 18".

\$1.00 Dozen.

SHOE BRUSHES

Good stiff bristles. Plain wood back.
English made.

\$1.00 for 4.

"SHETLAND" FLOSS

Suitable for knitting children's gar-
ments, etc. Various shades and mix-
tures. 1 oz. skeins.

\$1.00 for 3 Skeins.

**CHILDREN'S
PRINT FROCKS**

Good serviceable Summer frocks.
Assorted colours and designs.
Size 18" — 28".

\$1.00 Each.

BRIAR PIPES

A large and varied assortment of
France and London made briars.

\$1.00 Each.

CHILDREN'S

WHITE SAILOR STRAW HATS.
Trimmed white silk ribbon. Fine
quality straw. Assorted sizes.

\$1.00 Each.

**SUGAR AND CREAM
SETS**

Made of pressed glass. Complete with
tray.

\$1.00 Set.

GARTER ORNAMENTS

Assorted colour and designs.

\$1.00 for 2 Pairs

PLAIN VOILES

In various pastel shades. Fast
colours. 40" wide.

\$1.00 Yard.

India Gauze

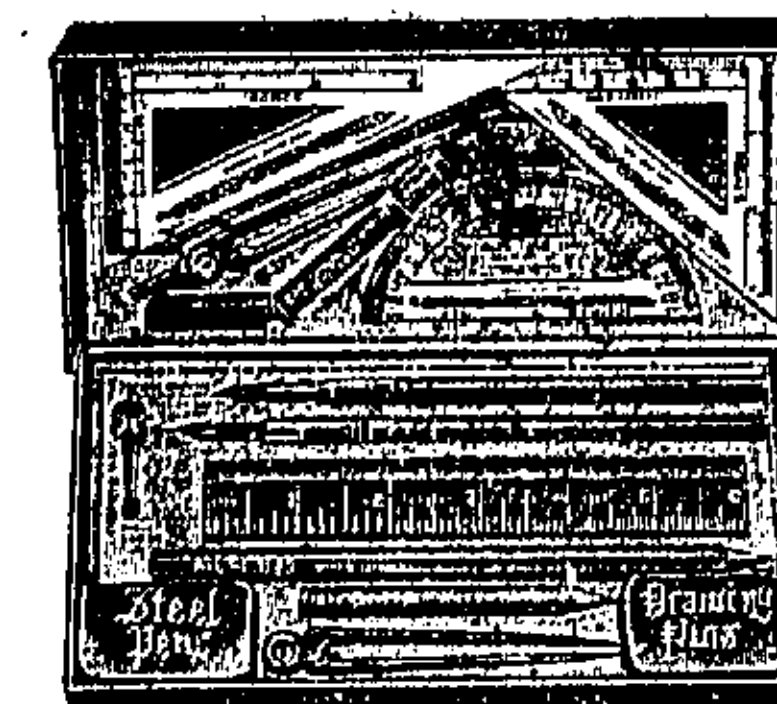
SLEEVELESS FROCK
OR
BUTTONLESS
VESTS



**MEN'S PURE COTTON
SLEEVELESS VEST.**

Will wash and wear well. Ideal for
Summer. All sizes.

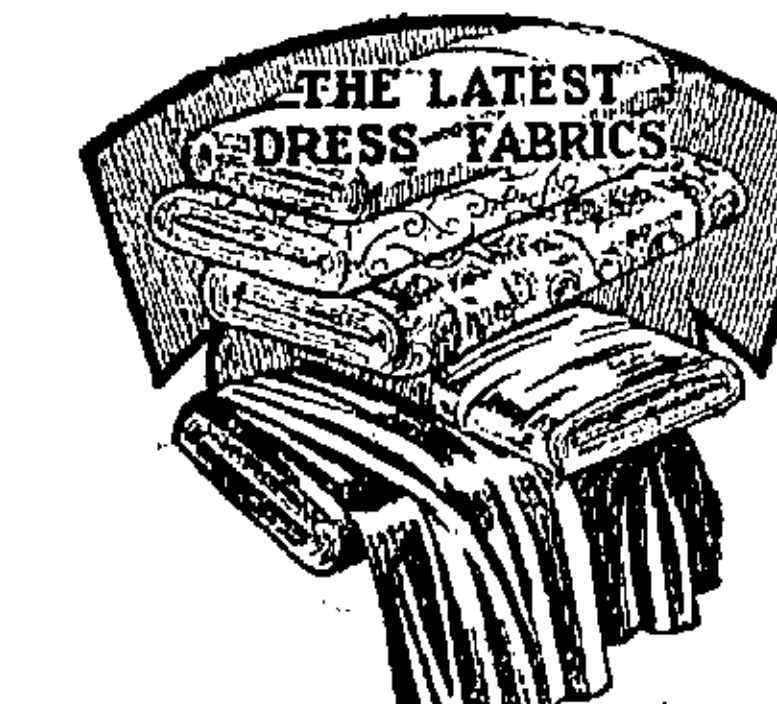
\$1.00 Each.



THE "HANDY" SET.

Containing all necessary instruments
for drawing and mapping. Suitable
for Students.

\$1.00 Set.



FANCY CHECK GINGHAMS.

Suitable for Summer frocks. Give
exceptional wear and withstand con-
stant washing. Fast colours. 40"
wide.

\$1.00 for 2 Yds.

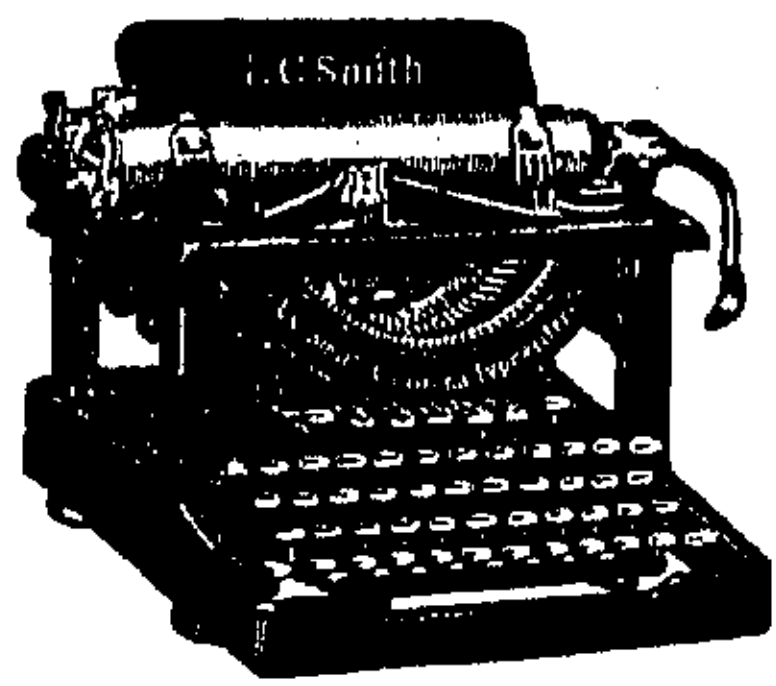


WHITEAWAYS



L. C. SMITH

THE BALL-BEARING OFFICE MACHINE



Light touch—easy action—speed—quiet—four reasons why you should try an L. C. Smith without obligation. Besides, it has 6 points of Superiority of its own. Simply phone for a trial machine.

Sole Agents:

ERIC ALLUM, CHOW & CO.

18, Connaught Road, Central.

Phone C.2980



Residents who were here in 1922 will recall that the Colony's welcome to H.R.H. the Prince of Wales was considerably more imposing than that given during the last few days to his third brother, H.R.H. the Duke of Gloucester. The Prince came specially, on tour, and arrived on a warship. The Duke was conveyed here on a merchant vessel, on part of his journey to Japan. The difference lies, of course, not in the warmth of Hong Kong's welcome, but in the occasion, the Prince of Wales having honoured the Colony by definitely including it in his itinerary, while the Duke has come here to re-embark on a warship so that he can make a fitting arrival at his official destination. In the same way, when H.R.H. Prince George came out as a Sub-Lieutenant on H.M.S. "Hawkins," there was no official ceremony at all, since he was sent out on duty as an officer in the Royal Navy.

Flags by day and lights by night were seen all over the Colony in 1922, each building trying to outvie its neighbour. This time there was none of that because of the difference explained in the foregoing paragraph. In 1922, it will be remembered, the Prince of Wales attended a ball and a race meeting at Happy Valley and, among other notable items, there was a Chinese "fish" lantern procession through the city. Several correspondents have inquired from the "Sunday Herald" why no official "bank" holiday was declared to enable all classes to "see" the Royal visitor. As results showed, the "unofficial" holiday granted by taipans in their own discretion served very well. Arrangements in most offices were elastic and few appear to have been dissatisfied.

Following the publication of hints for an outbreak of fire (taken from "Hongs and Homes"), I give herewith a few more notes from the same source, on the same subject:—Never look for an escape of gas with a match or lighted candle. The best method, when an escape is noted, is to see that all the taps are turned off, open the windows, or, better still, shut off the gas at the main, and notify the Gas Company or the Fire Brigade.

If you smell burning rubber or insulation, switch off the current and phone the Electricity Department (in Hong Kong the Electric Co.). If you have an electric switch from which you get a shock, report it to your contractor or the Electricity Dept. and have it attended to. Never leave it to chance. Should you have reason to suspect your installation to be faulty, notify the Electricity Department at once and request an inspection to be made. The Electricity Dept. carry out any such inspection free of charge. (This refers to Shanghai).

Even men are now vying with the "gentler sex" in the way of fashions. Some of the latest vogues in men's fashions were seen at the City Hall, where His Royal Highness the Duke of Gloucester was presented with addresses from the British and Chinese communities. One gentleman was correctly attired in top hat, frock coat, striped trousers, white kid gloves, but the latest fashion was seen in his tie. He wore a white dinner bow! Another man was also correctly dressed, but he had discarded the "chimney stack" and wore a topcoat instead. Another Peakite set a fashion in foot wear. He wore a pair of brown shoes and fancy striped socks with his top hat, frock coat, etc. Not to be outdone, another introduced the latest fashion in gloves. White kid is no longer in fashion, and he, therefore, wore a pair of

black cotton mitts. Collars also have changed. With a frock coat it is no longer necessary to wear a stiff collar. A soft turned-down one is just suitable for this time of the year. One Peakite wore it on Friday—so others may safely follow him now!

An Expurgated Great Day. His Royal Highness the Duke of Gloucester is visiting Hong Kong.

When I woke up this morning, I thought I was still dreaming. The sombre existence of this island is no more. The Peakites are busily buzzing to and fro in their topers and frock coats. The whole town is beflagged.

Elaborate arrangements have been made, so I understand from a report appearing in the "China Mail," in honour of the Duke. There is also going to be a huge reception at the Hong Kong Cricket Club. Over 2,000 will be present, and I presume many hundred bottles of good champagne will be emptied.

Bravo, Hong Kong! You are certainly living down your reputation of being "A century behind time."

You are spending quite lavishly in order to impress your loyalty on the Royal visitor, and quite right, too. You have the money; business is bucking up; and there is plenty more to come.

Talking of money, I am reminded of the poor miners at Home. Some of this money will be a God-send to them, I am sure, and His Royal Highness as well as his Royal father (may God bless him) will be doubly impressed with the loyalty of the communities (British and Chinese) of the funny Colony.

But then what do we care about the miners and their troubles? After all they do not live here, and as they do not enjoy our social amenities they can go on suffering. Let us, therefore, do the "right" thing first and hope for the best—an O.B.E. or even a J.P. after one's name doesn't look as bad.

Again I say "Bravo," Hong Kong!

Old boys of the Diocesan Boys' School and School will be Mr. Piercy pleased to know that a telegram

was despatched to Mr. George Piercy (the Rev. Mr. Featherstone's predecessor as Headmaster) and Mrs. Piercy congratulating them on the happy occasion of their golden wedding on April 1. The message, which was drafted by Mr. Choa Po-sien, Mr. J. D. Bush and Mr. B. C. Randall, was as follows:—

"George Piercy, 810, Linden Avenue, Victoria, B.C.

"Diocesan old boys send heartiest congratulations and rejoice with you and Mrs. Piercy in the golden anniversary. Wishing longevity and prosperity; as harp and lute in unison, the strains of harmony and happiness never cease.—Randall."

The following is Mr. Piercy's reply:—

810, Linden Avenue, Victoria, B.C., 30th March, 1929.

My dear Randall,

On behalf of Mrs. Piercy, myself and family, I write to ask you to accept for yourself and convey to the Diocesan Old Boys' Association our heartfelt appreciation of and best thanks for the delightful cablegram of congratulations on our golden wedding on 1st proximo and good wishes for the future. Our Father in Heaven has been very good to us in sparing us for so long and blessing us with such a family and so many kind friends and neighbours.

Whenever the China mail arrives, we eagerly search for news of the old school, old friends, etc., and recall the many happy days in China. We are glad that the School advances with the times and prospers, that

St. Peter's continues its good work, that Messrs. Ralphs and Brawn, who came first from England to us, have been promoted to be Inspectors of Schools, that Dr. Kotewall, Dr. Geo. Thomas and many others continue to do honour to themselves and the school. With our kindest regards to all the Old Boys.

I am, Yours sincerely, Geo. Piercy.

To the average person, a mosquito is just a little bothersome insect which can be killed without notice. Hong Kong has not been troubled by the pest as much as, say, 20 or 30 years ago, but the local health and sanitary authorities still pay close attention to it. The following, from Manila, where conditions are more tropical than in Hong Kong, deserves the careful perusal of residents in this Colony. According to Dr. W. V. King, of the health division of the Rockefeller Foundation, the mosquito presents a great scientific puzzle and is an interesting subject of scientific study.

Dr. King has been working on his mosquito investigation during the last three months. He came out from the United States as a special investigator of the Rockefeller Foundation for the purpose of controlling malaria in the Philippines. Hence the subject of his investigation has been the malaria germ carrier—the anopheles mosquito. The anopheles mosquito is a simple insect to the amateur student of science, but the investigation of Dr. King reveals that this mosquito is of a different species. There are about ten different kinds of anopheles mosquitoes. Of these ten some are malaria carriers and dangerous, but some do not carry malaria germs and hence are perfectly harmless insects.

The malaria carriers are found to thrive well in the standing waters of small running streams. This kind of mosquito is very dangerous. Contrary to popular opinion some of the mosquitoes breeding in swamps and lowlands are not germ carriers, according to Dr. King. "The difficulty lies," explained the doctor, "in detecting which of these mosquitoes are dangerous and which are not. Some of them are exactly alike and their differences even challenge the accuracy and minuteness of the microscope."

A correspondent has furnished a series of hints on motoring. It is suggested that these notes will interest the general public as much as motorists, hence the inclusion here instead of in the motoring section:—

Don't forget to clean the gasoline filter occasionally; there is one on most cars. Don't use your car with defective brakes. Don't forget to see that the radiator is full of water every day. When you hear any noise of any description out of the ordinary in your car—don't neglect to find out what is causing it as soon as possible; if you cannot find it yourself, get someone who can. Advice is something that you can often get free. The old saying "a stitch in time" is more applicable to motor cars than anything else.

Don't keep taking out your sparking plugs; they seldom require attention. When you do, clean with gasoline and set points to a proper gauge.

Don't take any part of your car to pieces unless you thoroughly understand what you are doing. The most expensive repairs are often caused by the man who "tinkers" with things.

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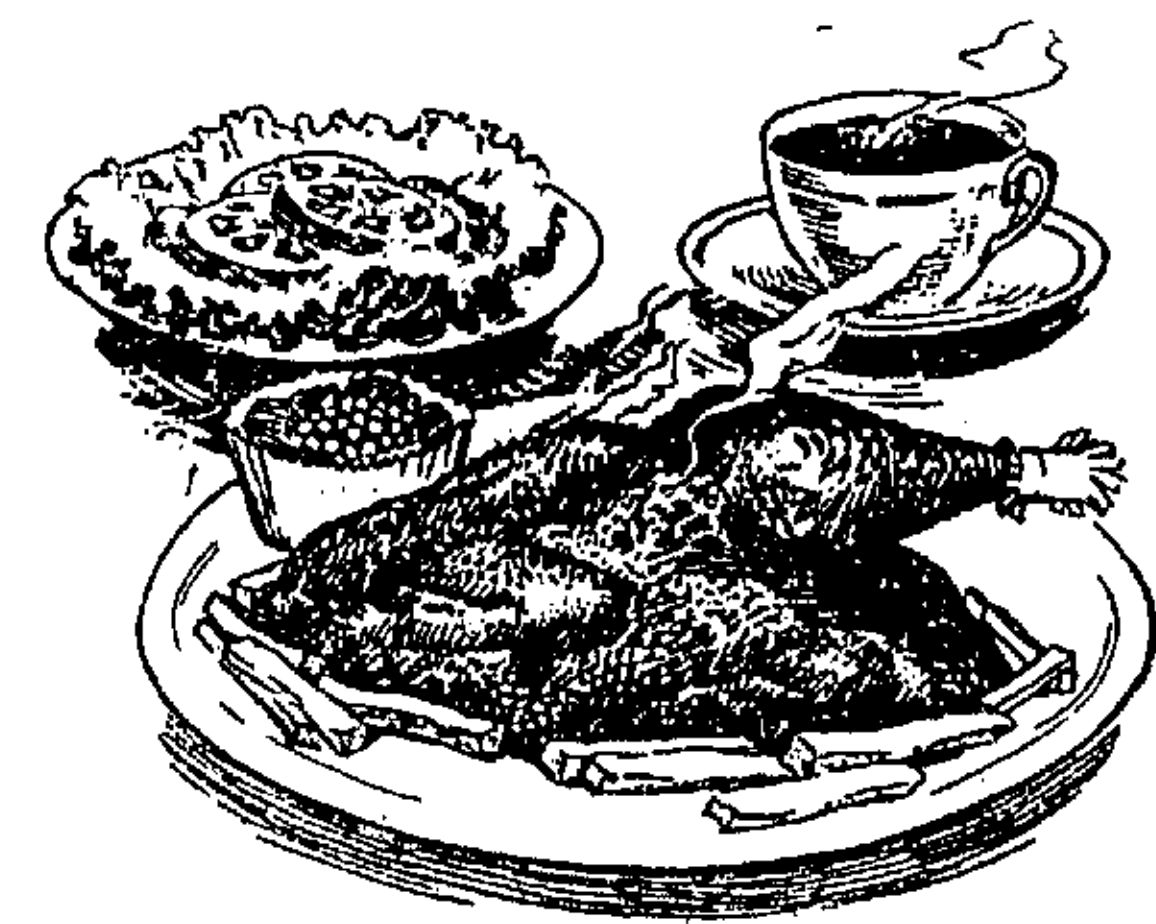
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Straits G. 8

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AN ENTIRELY
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The Hong Kong Sunday Herald.

(Annual subscription, excluding postage abroad, H.K.\$5.50, payable
in advance)

HONG KONG HERALD PUBLISHING CO.

No. 3a, WYNDHAM ST., HONG KONG.

Cable Address:—Herald, Hong Kong. Telephone Central 22 & 4641.

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London Office:—The Far Eastern Advertising Agency (London),
Ltd., 36-38, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, APRIL 28, 1929.

Not Wanted At Stonecutter's

IT has definitely been decreed that for another hot Summer
civilians are not wanted at Stonecutter's Island. The popularity
of Stonecutter's year after year for bathing—a necessary pastime
during the warm weather—was growing greater and greater with
civilians until the great influx of troops came along to swell the
Shanghai Defence Force. Then did the civilians cheerfully undergo
the greater expense and inconvenience of frequenting the other
bathing beaches much further from town than a ten cents launch
trip. Everybody cheerfully conceded that the comfort and welfare
of the troops must be paramount. And, though longing eyes may
many a time have been cast at Stonecutter's by individual bathers
and bathing parties, not one grudged the troops the utmost enjoy-
ment and pleasure out of it.

With the subsequent depletion of the Battalions from Home it
was naturally felt by most civilians that in due course Stonecutter's
would again be made available for bathing during the Summer. But
they reckoned not on an Edict from a General Officer Commanding
who has been in the Colony the proverbial five minutes and cannot
know much, if indeed anything, about what was done by his predeces-
sors before the "Shaforce" came here. Representations and argu-
ments of a pleading yet rational nature have left the General Officer
Commanding cold. He has put down his foot. Civilians cannot be
permitted at Stonecutter's this Summer—and let the churl who would
seek to say otherwise beware! The General Officer Commanding has
spoken, for the first, second and last time — let every other voice
be hushed for ever! He has declared that the Navy and the Army
require all the bathing accommodation at Stonecutter's — every
single inch of it — "is not for those 'creaky old civilians' to reason
why!"

It may be considered by some that it would be absolutely futile
to endeavour to alter the official decree. Others, again, will be
found to dissent from that view. In any event, the General Officer
Commanding would do well to remember that there are two sides to
every question. If he does not already know, he ought to be told
how the civilians in the Colony strained every effort for the com-
fort of the troops when they were in our midst in such large num-
bers during the troublous times of 1925 to 1927. Men and women
alike spared not themselves in catering for the entertainment of
the soldiers: long hours were spent arranging musical programmes,
many hours were passed at the Naval and Military "Cheer-O" assist-
ing in the supply of refreshments at all hours of the day and night,
much time was expended in devising means of swelling naval and
military charities. From "early morn to dewy eve" the one thought
was the troops and how much more could be done in their inter-
ests: how they could be made to feel that they were not strangers in
a strange land but brothers of the same Empire, brothers imbued
with the same blood and the same ideals. No return, no reward
or recompense, was ever wanted or anticipated—nothing save the
personal appreciation of those for whom our civilian men and
women had laboured long and late to do so much.

Our civilian women, in particular, are still carrying on the good
work amongst the sailors and soldiers and in other causes of a
philanthropic and benevolent nature. But how comes it that they
are being permitted to do so practically unaided in any way what-
soever by those who ought to be of very great help—the wives and
families of Army officers now in our midst? One glance at the
lists of helpers and Committees of the various charitable organisa-
tions will suffice to show that our civilian women are, as before,
bearing the heat and the burden of the day on behalf of Service-
men's wives and families, who are too languid and indifferent to
assist.

One more thought to be passed on to the General Officer Com-
manding. As he is so bent on keeping civilians off Stonecutter's
does it not occur to him that the civilians in their turn may resent
the presence of the General's men at the other bathing beaches in
the Colony? Does he not fear that, having shut civilians out from
Stonecutter's, these same civilians may see to it that soldiers use
only Stonecutter's and no other beach for bathing?

A step of that kind would not affect the civilians one iota,
but it would certainly be deplored by very many officers and men who
love just as much as their superiors in the Navy and Army to mix
with the civilian population, if only to rid themselves for a time of the
monotonous amenities of barrack-room life. In fact, the G.O.C. is
performing a distinct disservice to the troops here at present in
not restoring to civilians the very small concession of a few hundred
yards of bathing beach at Stonecutter's.

HONG KONG FAIRY STORIES

All the tall hats and frock
coats worn during the Duke's
visit are to be turned over to the
Traffic Police for Summer uni-
form.

The Italian Opera Co. have de-
cided to produce "The Rain
Makers" to-night by special re-
quest of the Acting Director of
the Royal Observatory.

One of the half dozen of the
Duke's valets decided to remain
in the Colony and give lectures on
the correct mode of men's dress

for State and semi-State oc-
casions.

Owing to the water famine the
friends of Mr. T. F. Claxton,
Director of the Royal Observa-
tory, are requested not to drink
his health to-morrow—on the oc-
casion of his birthday—in water.

The Anopheles Maternity Home
notify us that they very much
resent the failure of the St.
George's Society to include them
with the other Hospitals of the
Colony to which baskets of Eng-
lish Roses were given on St.
George's day.

Improved Water-Supply

In his address to His Royal
Highness the Duke of Gloucester
on Thursday—the "Red Letter"
Day—Sir Henry Pollock said: "It
may interest Your Royal High-
ness to know that the Colony is
at the moment engaged in an ex-
tensive scheme of improved
water-supply. The winter months
were exceptionally dry and this
drought has necessitated irksome
restrictions. Our improved
water-supply is designed to meet
the needs of all sections of the
Colony's population." "To
meet the needs of all sections of
the Colony's population," is, in-
deed, a nice sounding phrase, and
we fervently hope that it will
come true, but we think we
heard the same thing said when
the Tytan reservoirs were built.
It was then said that a continual
drought of five years would not
find Hong Kong "dry." And yet
we are now on the verge of a
water famine as a result of
an exceptionally dry winter. Sir
Henry Pollock also mentioned the
"irksome water restrictions,"
which the community is being
subjected to, but what section of
the community he forgot to
mention. The spokesman for the
British community also drew at-
tention to our population. He
said: "The population of the
Colony continues to increase but
such increase brings with it en-
hanced responsibilities." We are
glad to know that this fact is at
last recognised by the Govern-
ment. We hope that it will be
taken into consideration when
planning our "improved water-
supply." The citizens, we are
sure, will not care to hear the
same excuse trotted out again
when water gets scarce—that the
Government had not made pro-
vision for the increased popula-
tion.

Battle-Cruisers' Vulnerability

There was witnessed on March
25 the superb spectacle of the
Mediterranean and Atlantic fleets
engaged in a full-dress mimic sea
battle. Actually it is seven years
since a similar exercise on such
a big scale in which battle-
cruisers, destroyers, submarines,
and aircraft, participated. The
plan of the battle was presumed
to be an attack by the Atlantic
fleet on the Mediterranean Fleet,
and altogether 80 ships, 11 sub-
marines, and four aircraft car-
riers, accommodating over 200
aeroplanes, were fighting at the
highest speed from dawn until
sunset. The tactical objective
was to "exercise the ships in war
duties, and the handling of fleets
steaming at high speed."

Fighting Planes

First fighting planes roared
from out of the blinding sun and
suddenly swooped upon the high-
speeding seacraft, which were
discernable merely by the clouds
of smoke from their funnels, and
then scattered. An air battle
followed in which three fighters
fought three others, the specta-
tlers watching breathlessly. The
Rodney and Nelson signalled after
the air attack that they were
"out of action." Other vessels,
including the Marlborough, were
hit only once, but inflicted casual-
ties among the aircraft. The sub-
marines put up an excellent dis-
play by venturing within range
of battleships and coming to the
surface after signalling the dam-
age they had inflicted. In many
instances it was possible for the
submarines to make their attack
submerged up to a distance of
400 yards before their periscopes
were observed. Meanwhile the
destroyer flotillas, engaged with
the opposing battle-cruisers, were
successfully making a spectacular
retreat under the cover of a long-
rolling smoke-screen. It was a
significant battle because all the
attacks were countered, but the
lasting impression is that the air
attacks must be countered by
"air attacks." It also showed the
vulnerability of battle-cruisers
when cunningly attacked by the
singing destroyers and the long-
range of the guns of the battle-
ships.

THE "HERALD" CALENDAR

April 29, 1921.—Stamp Ordin-
ance, Hong Kong, passed into law.

April 30, 1879.—Arrival of
General Grant in Hong Kong.

April 30, 1924.—Strike of Peak
jinrikisha and chair coolies.

May 1, 1841.—First number of
"Hong Kong Gazette" published.

May 1, 1880.—Telegraphic com-
munication established between
Hong Kong and the Philippines.

May 3, 1884.—Suspension of
Oriental Bank.

May 6, 1921.—Dr. Sun Yat-sen
proclaimed himself, "President of
China."

LETTERS
TO THE
EDITOR

OUR SOCIAL SYSTEM

Sir,—In the "Sunday Herald"
of 21st instant, my attention was
immediately attracted to your re-
marks regarding the social sys-
tem of Hong Kong, and I found
myself in practically the "same
boat" as your acquaintance
"Dave." I quite understand how
your friend feels as regards the
social side of this Colony, and I
think he is just one of the many
who finds this place a most im-
possible one from a social point of
view.

I am, unfortunately, compelled
to come to Hong Kong on business
once per year, and on this visit
I find there is a considerable
change in the social life from that
of almost eighteen months ago.
Can this be explained? Amongst
the Britons I find the so-called
"upper-ten," or the "Peakites" if
you like, seem to be wearing
"stiffer collars" than ever. I
would not infer there are no
"stiffs" outside the Peak District.
There are quite a lot in and
around Kowloon, but I find the at-
mosphere in the latter place less
"starched" than on the Island.
Can any kind reader enlighten
me why I find this so? I have
not come here to study the social
life of Hong Kong, but I am go-
ing to the North shortly and
should like to hear the views of
a resident on this subject.

Thanking you kindly,

Yours, etc.,

"SOFT-SHIRT."

Hong Kong, April 22.

Sir,—Your recent "society"
note in "Round the Town" inter-
ested me greatly, as what you
wrote about your friend "Dave"
applies equally to me.

My "kick" against Hong Kong's
"society" is: "Too much of the
highbrow stuff." And this by
people whose very acting of the
part gives them away for what
they really are.

With very few exceptions, our
"social whales" are just magni-
fied minnows who would not pass
muster anywhere else. In their
eagerness to ape the "big fish,"
they overplay the part and be-
come ridiculous.

To my mind, too much formal-
ity and the pitiful striving to do
what they consider the "right
thing," make them despised by
the soberer ones, who rightly re-
fuse to make themselves the
slaves of age-old, strait-laced
conventions which our own
Princes are amongst the first to
cast aside.

The difference between the
"old hands" and the "new
comers" in Hong Kong will dis-
appear as soon as the vexed ques-
tion "When to wear 'glad rags' in
the evening" is settled. At pre-
sent our self-constituted society
leaders grab at every excuse for
"dressing," and they try to force
their vanity on their unwilling
victims, who, being sensible,
naturally would not give up their
comfort and liberty without a
fight. Hence the "revolt," as you
so aptly put it.

Why should any one be forced
to rig himself out in "fish and
soup" (an American term which
friend "Dave" would appreciate),
often more than is absolutely nec-
essary in this tropical clime? Here
the highbrow (sic) would dress
after dinner to go to see Neil
Hamilton kiss Lois Moran on the
screen, and if you wish to be in
the "swim" you must do likewise,
although in your case you are con-
scious that you are a "walking
lie," because, being aware that
you live in "diggings," your
friends know that you do not
actually dress for dinner.

Ye gods, how humiliating! But
the highbrows do not care a rap
as long as they are not found
out.

I said the highbrows dress
after dinner because few can deny
that when they have no com-
pany they gladly dispense with
their cloak of respectability and
become just ordinary beings.

This being so, why must they
make themselves and their
guests uncomfortable in this
climate by stipulating "dress"
when they ask people to eat or
play cards with them? Just snob-
bism, that's all!

Many of our highbrows who
never handled a niblick or stytle
until they came to Hong Kong,
also take their "gawf" stiffly.
They must have suffered a galling
set back when the Duke of Glou-
cester with his suite and party
from Government House played at
Fanling in khaki shorts instead of
the beloved plus-fours of our
club swingers.

As it happened to be a Royal
gentleman who did it, the high-
brows must pretend that they
approve, but now that H.M.S.
"Suffolk" has weighed anchor,
pity the first chap who tries to
emulate His Royal Highness!

Similarly, I read in a Home
paper recently that the Prince of
Wales attended an important
function wearing a soft shirt
and polo collar with his evening
dress. I call that sensible, yet it
does not require a big stretch of
imagination to picture what
would happen if someone in Hong
Kong did the same.

Yes, Hong Kong's "society" is
on a plane of its own, and what
is good enough for even a Prince
does not suit our highbrows!

Let them put their convention
in the cupboard alongside the
family skeleton, be human and
less formal in their social inter-
course, and then, and only then,
will our highbrows go up many
points in the estimation of their
more spirited fellow citizens,
who would gladly accept their in-
vitations to a gathering of
"ladies" and "gentlemen."

Apologising for occupying so
much of your valuable space.

Yours, etc.,

A VICTIM.

Hong Kong, April 27, 1929.

QUARRY BAY

Sir,—Apart altogether from
the merits or demerits of the
Tramway-Bus Co. dispute is it
not about time in this year of
grace 1929 that the tramway sys-
tem of transport—so antiquated,
so painfully slow, noisy and un-
comfortable, so obstructing to
other traffic—should be replaced
by something better?

On the Shaukiwan line the
slow rate of progress, the long
delays every few perches and the
way one is flung about from one
side of the car to the other
(which will get worse with the
coming into operation of the ad-
ditional passing places), make
travelling on that section an
ordeal to be dreaded.

Instead of laying down costly
new rails, why does (or did) not
the Tramway Co. adapt their
overhead wires to the trackless
trolley system? Pneumatic tired
trackless trolleys are comfortable,
silent, speedy, safe and vibration-
less, and unlike motor buses
their power is manufactured on
the wholesale principle, and with-
out that wasting of the world's
limited and vanishing petrol sup-
plies, which to the economist
seems criminal folly. To my mind
they constitute the ideal trans-
port system.

Yours, etc.,

"1929."

Hong Kong, April 27, 1929.

"THE DOVER ROAD"

Sir,—Although it has not yet
been possible to close the accounts
for "The Dover Road," I have
sent through "The Hong Kong
Telegraph" a cheque for \$1,200
for the Miners' Fund, so that a
remittance may be made before
the end of April. I may add that
of course the accounts will be
audited in due course and will be
open for inspection in my office
in Asiatic Building by anyone who
desires to do so.

The cheque in question includes
the sum of \$135 for which the
original poster was sold by auc-
tion at the final performance. I
think it only right also to add
that the result, which I venture
to think is very satisfactory, has
only been achieved owing to the
fact that the A.D.C. have taken
from their general account certain
expenses which in the ordinary
course of events would have been
debited to "The Dover Road."

I should like to take this op-
portunity of thanking all those
who assisted in the production,
both in front of and behind the
curtain, as well as others who
helped us with regard to adver-
tising, booking, loan of furni-
ture and fittings, etc. Without
their assistance the result would
not of course have been nearly so
satisfactory.

Yours etc.,

H. DAVENPORT BROWNE,

Hon. Secretary, A.D.C.

Hong Kong, April 27, 1929.

The annual meeting of the
Hong Kong Auxiliary of the Bri-
tish and Foreign Bible Society
will be held on May 7 at the
Helena May Institute. Tea will
be served from 4.30 p.m. and the
meeting will begin at 5.15 p.m.
Addresses will be given by Dr.
J. H. Montgomery, who will speak
on "The Bible in the World," and
by Mrs. Davies, of Canton, who
will speak on "The Bible in the
Home."

A Government notification ap-
pearing in the "Gazette" says:
"The washing of clothes, in any
street, road or lane, within 100
yards of any public fountain is
strictly prohibited."

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 H.K. & Kowloon Ferry Wharf Store, Hong Kong
 Peak Tram Station Store, Lower Tram Station
 Lee Yee, 12, D'Aguiar Street
 Excelsior Co., 16, D'Aguiar Street.

Hongkong Sunday Herald.

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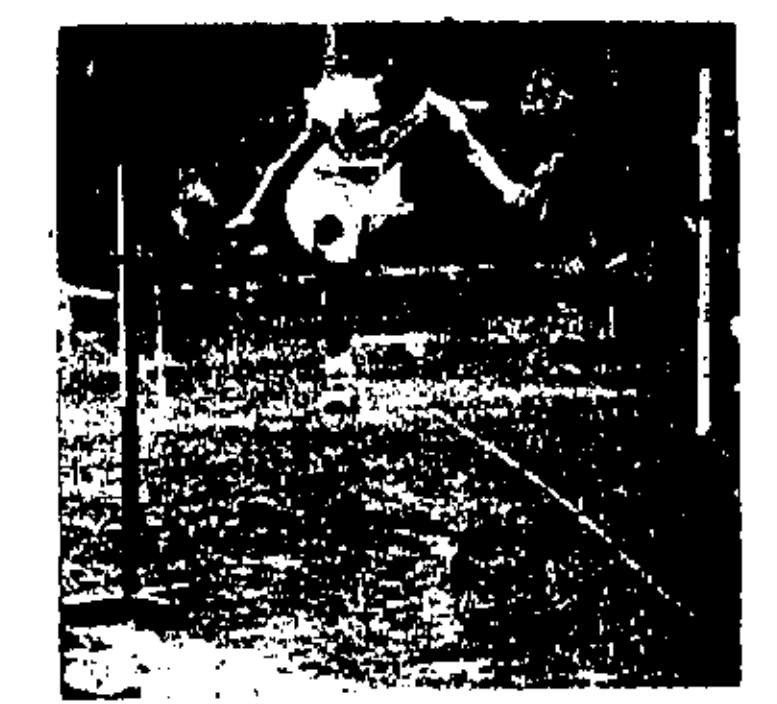
HONG KONG, SUNDAY, APRIL 28, 1929.



CHINESE MARITIME CUSTOMS' MAN'S BRIDE FROM YORKSHIRE. At the Rosary Church, Kowloon, at the wedding of Mr. W. F. Poole of the R.C.L. "Yeungshing" and Miss Elizabeth Goldart of Thornaby-on-Tees. (Tanaka Studio).



Mr. R. H. Charles (up) led in by Mrs. Charles at the Fanling steeplechases. (K. Fujiyama).



LCE/BDR. BELLARBY. — Clearing 5 ft. 6 ins. and winning the high jump in the R.A. sports. (K. Fujiyama).



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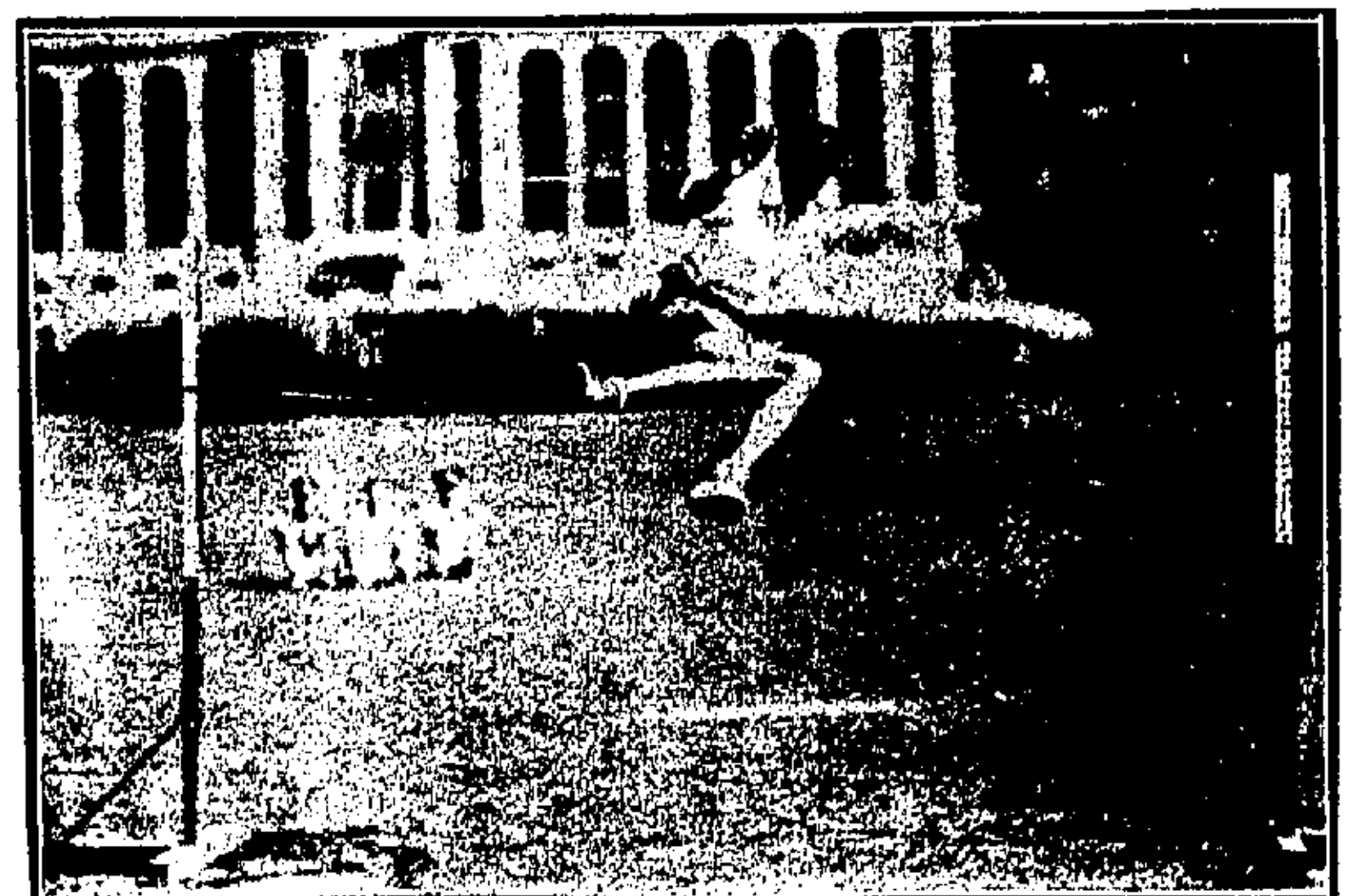
ROYAL HONG KONG YACHT CLUB.—Three stalwarts at North Point last Saturday on the occasion of the regatta and closing cruise. Left to right: the Hon. Mr. A. C. Hynes (who plays regularly for the Club in lawn bowls matches and Vice-Commodore of the Club), Mr. A. L. Shields (Commodore, R.H.K.Y.C.) and Mr. H. S. House (Rear-Commodore), whose wife gave away the prizes. (K. Fujiyama).



Signors Adalberto Giovannone (dramatic tenor, at top), Juranitello (centre) and Ceccarelli (assistant maestro) of the Italian Opera.



DUKE OF GLOUCESTER AT POLO.—His Royal Highness is seen on the right, mounted, in the game he played at Causeway Bay on Thursday. (K. Fujiyama).



SECOND IN HIGH JUMP.—Lee/Bdr. Lamb at the Royal Artillery athletic sports meeting. (K. Fujiyama).



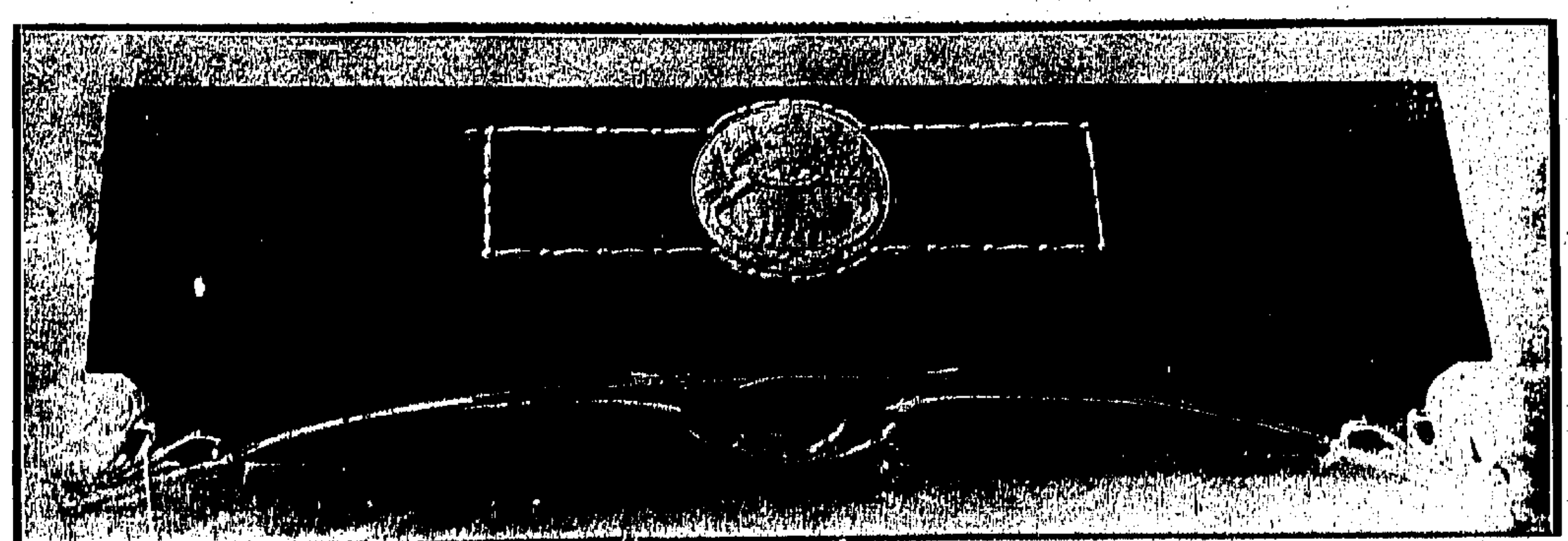
CLOSING CRUISE.—Prize distribution at the Royal Hong Kong Yacht Club last Saturday. (K. Fujiyama).



GUARD OF HONOUR.—Furnished by the 1st Battalion the Somerset Light Infantry, under Captain R. C. Strachey, M.C., being inspected by H.R.H. the Duke of Gloucester (on left of leading file between the two ranks) at Queen's Pier on Thursday. (K. Fujiyama).



UNIQUE SNAPSHOT AT LAST SUNDAY'S STEEPLECHASES OF THE FANLING HUNT, AT KWANTUNG.—In the New Territories. Five ponies are seen taking the jump practically together in some very keen racing which was enjoyed by a fairly large attendance. Mr. R. H. Charles, seen above on this page rode three winners. (K. Fujiyama).



BRITISH COMMUNITY'S ADDRESS TO H.R.H. THE DUKE OF GLOUCESTER.—The beautiful casket in which it was placed, with the Colony's arms on the cover and a junk on the side, worked in silver.



H.R.H. the Duke of Gloucester (extreme right) at the City Hall.



RETURNING TO DAY.—Mr. G. A. V. Hall, B. Arch., A.R.E.B.A., and his bride, Miss Mabel Gillins, who were married last week at St. Andrew's and will be back from a Manila honeymoon to-day. (Tanaka).

Our Slogan — SERVICE

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The Woman's Page



Our Slogan — SERVICE

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Boutonnieres Reappear for Spring



Flowers on hats, shoulders, waists and in every conceivable place on our dresses will be worn this Spring. Judging from the recent flower show, they will be worn literally from noon to midnight, on pyjama ensembles, tail-coats, afternoon frocks and evening gowns. And Parisian milliners have recently launched hats with flower trimming.

No longer does the woman who dresses well confine her costume flower requirements to a single cluster. She considers her flower as a decorative note in relation to a costume. And each costume has its own floral accompaniment, one which expresses the mood of the particular garment.

Flowers harmonise with the current trend in dress fashion, and these little nosegays illustrate a high degree of creative art and inspiration, reflecting the modernist influence in candy-striped camellias, pastel pansies, and plaid printed roses.

For morning and tailcoats for early Spring, are delightful boutonnieres of leather. Navy blue with white centre, red with yellow, magenta and brown are leading combinations. There are small buttonhole flowers of suede with leaves or fine material, cut in new modernistic shapes. Beige, tans, and greens predominate in this group. Other buttonholes appear in miniature fruit creations, such as berries, oranges, plums and apples. Combinations of small felt roses with

a tiny line of leather in each of the petals are extremely smart. For afternoon, there are modernistic roses in delicate shades of yellow, chartreuse, pale rose, printed or stencilled in a plaid design. Roses of slightly stiffened silk with fine straps of velvet harmonise beautifully in contrasting shades.

For evening wear, there are roses of tulle and soft silk in greens and beiges with taffeta leaves outlined on velvet. Dyed lace roses are a novel origination in this group. Delicate trailing clusters of pansies in pale shades, and morning glories also in pastel tints, are attractively worn with chiffon frocks. Orchids, poppies, painted and sprinkled chiffon flowers are extremely smart with the new vogue for summer evening dresses of stiffened fabrics.

Colourful flower turbans and caps are appearing everywhere. The foundations on which these turbans are worked are crushable and very light in weight and the flowers used represent a wide range of colour combinations. Balbunt straw hats with tiny brims flaunt velvet flowers applied on the crown and brim.

And Thelma Todd, who plays the lead in "The House of Horror," a First National picture, stamps her approval on a shoulder-er corsage of orchids and lily-of-the-valley, tied with a bow of orchid satin which she wears with an afternoon frock of black transparent velvet.

A Unique Ensemble



Flowered taffeta makes its fashion debut in this ultra-smart costume. The cape is a hip-length model, flaunting an upstanding ruffled collar. Warm shades of orange and rose are used here, accented with flashes of gold thread, creating a daring and most unusual costume for formal wear.

HOW TO TAKE CARE OF A PIANO

Every piano, whether high priced or low, whether used a great deal or occasionally, should be tuned regularly, at least four times a year, but, still better, six times a year in the tropics.

Concert pianists insist on their pianos being tuned for every performance, because they know that the best tones are impossible otherwise.

Where there is metal or wood there must be expansion and contraction because of atmospheric conditions. The highly tempered strings of the pianos are caused to vary in tension by extremes of heat or cold, and the tone is affected.

A piano cannot be its best musically without regular tuning, and there is also danger of a split board, a cracked plate, or a broken string because of tuning neglect. During the winter months a piano should not be placed against an outer wall nor close to a stove or a radiator. The room in which it stands should be maintained at an even temperature; sudden changes and extremes of heat or cold affect the instrument.

The hammers of the piano are made from a high grade of wool and are not immune from attacks (Continued at foot of next column.)

Smart Footwear Features Beauty of Line and Texture



So many and so attractive are the models now being displayed in Spring footwear that what the well dressed foot will wear is no longer a problem. Colours, fabrics, leathers and designs are infinite in variety, and now each frock in one's wardrobe can have its slippers to harmonise—either in texture or in colour.

The ensemble idea from tip to toe is evolved in sets of hat, scarf, bag and shoes, a new note in the Spring mode. Such models are seen in gay printed silks—the shoes being designed along opera pump or one strap lines. Worn with monotone frocks, they are extremely chic and are proving very popular just now for Southern wear.

The bag and shoe ensemble has definitely established itself as an important feature of one's wardrobe. Reptile leathers and kid combinations are noted in this group, with bags of the pouch and envelope type. Prints and embroidered silks in coin dot and geometric designs, utilised for harmonising bag and slippers, is favoured as the summer frock accompaniment.

A rather interesting feature of the new shoes appears in the heels, which are a bit lower than those worn during the winter season. Cleverly designed, they retain the gracefulness of the high French heel, and are just as flattering to the foot and ever so much more substantial and comfortable.

While the opera pump is as much a favourite as ever, we find strap pumps gaining more devotees day by day, due no doubt to the clever designing. Old crossings which boast unusual buckles and catches; straps of reptilian pointing to the why and wherefore of the popularity of combinations; little narrow strips of leather which start at the instep and reach, quite surprisingly, almost to the back of the slipper where they button or tie; all are chic notes in this mode.

For sports wear the Oxford appears in smart colour combinations and touches that are different. An Oxford which will firmly hold its own on any fairway is one which is a combination of two colours—generally black and white or brown and white buckskin—with perforated trimming details and Plytex sole and a solid leather heel with added lift of rubber. For tweeds and day clothes, the Oxford appears with a higher heel and in dressier combinations, such as suede and antelope trimmed with lizard. These are of the three-eyelet type and are particularly smart with the walking costume.

The combination of black and

white is never smarter than when developed in footwear. A stunning daytime sandal of black and white lizard, trimmed with strapings of pure white lizard is chic when worn with all light-coloured sports clothes.

For all formal afternoon occasions one finds smart open-shank pumps of suede in every conceivable colour. These are trimmed in matching kid and in some cases with edgings and straps of gold kid; straps which serpentine gracefully over the instep. Kid in green, blue and wine is smartly fashioned into slippers which feature the T-strap motif, and which are also combined with snakeskin in contrasting shades. This particular model is a universally becoming type and is finding much favour in the eyes of the fashionable woman.

Black patent leather, trimmed with bandings and straps of beige lizard makes another smart afternoon slipper and of course the black patent leather opera pump with cut steel buckle is always an excellent selection.

And the evening shoe is more elaborate than ever. Opera pumps of crepe are delicately embroidered and in some cases beaded. A new fabric—sequin brocade—is very attractively combined with bands and heels of silver and an overlay of pink satin kid. T-strap sandals of gorgeous brocades make a simple and charming type of evening shoe and are deservedly popular.

"Sky-Cop's" Uniform!



Hon. Mrs. U. S. McQueen, of Beverly, California, the first woman "sky cop," in the world, dresses "on duty." It is her job to enforce the "no parking" laws around Deverley. There's to be no stunting over her town if she knows about it.

The Evening Coat



Women, who made the mistake earlier in the season of having their new wraps made long are pulling them up around their hips—careless, like—in order to achieve the effect inspired by the hip-length models, which are so attractively worn over the new long, full frocks.

Interest is centered at the backs of these coats and very many unusual ideas are noted, chief among which is the use of wide bands originating in the shoulder seams and tying in a large bow in back, with ends reaching below the coat itself. Embroidery across the back and covering the shoulders is a note of much chic and subtly feminine in its appeal.

Fur appears only in rare cases and then just as cuff treatment. Fox in shades to match the coat—dyed in lovely pastel tones—is the preferred pelt.

Novelty is the chief expression of the collars of these new wraps. Usual scarf effects, shirred treatments and soft bows set at the back of the neck whose ends serve the purpose of revers, are featured.

Transparent velvet, lined with satin or chiffon, makes lovely flattering wraps and is practically attractive in the new pastel tints. Such coats are cut on simple lines, in some cases embellished by soft bows, but generally depending on the luxuriousness of the fabric for effect. Youthful models are seen in taffeta, but velvet leads the mode.

Loretta Young, dainty First National player, who will soon appear in "The Squall," wears an intriguing coat of peach-coloured velvet, which is shirred at the collar to give a bolster effect, and terminates in loose panels that follow the line of the front draping on the gown which is of peach taffeta.

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ROUND THE GLOBE IN PICTURES.



Left to right, the Hon. Gerald and the Hon. George Lascelles, grandsons of King George, photographed on the Hon. George's birthday. Princess Mary's youngsters are staying at Goldborough Hall, near Harrogate.



Hanging the pups up to dry after they have been rubbed scrubbed and tumbled in a Dog and Cat Laundry.



Major Segrave seated in his monstrous Golden Arrow. The interested spectators are Mrs. Segrave and Major Armstrong.



Lyn Mara, charming German film star, enjoying the latest pastime at St. Moritz, Switzerland, that of dog skiing. The massive St. Bernard dogs of that country are powerful enough to pull a person along over the snow-covered hills at a rapid speed.



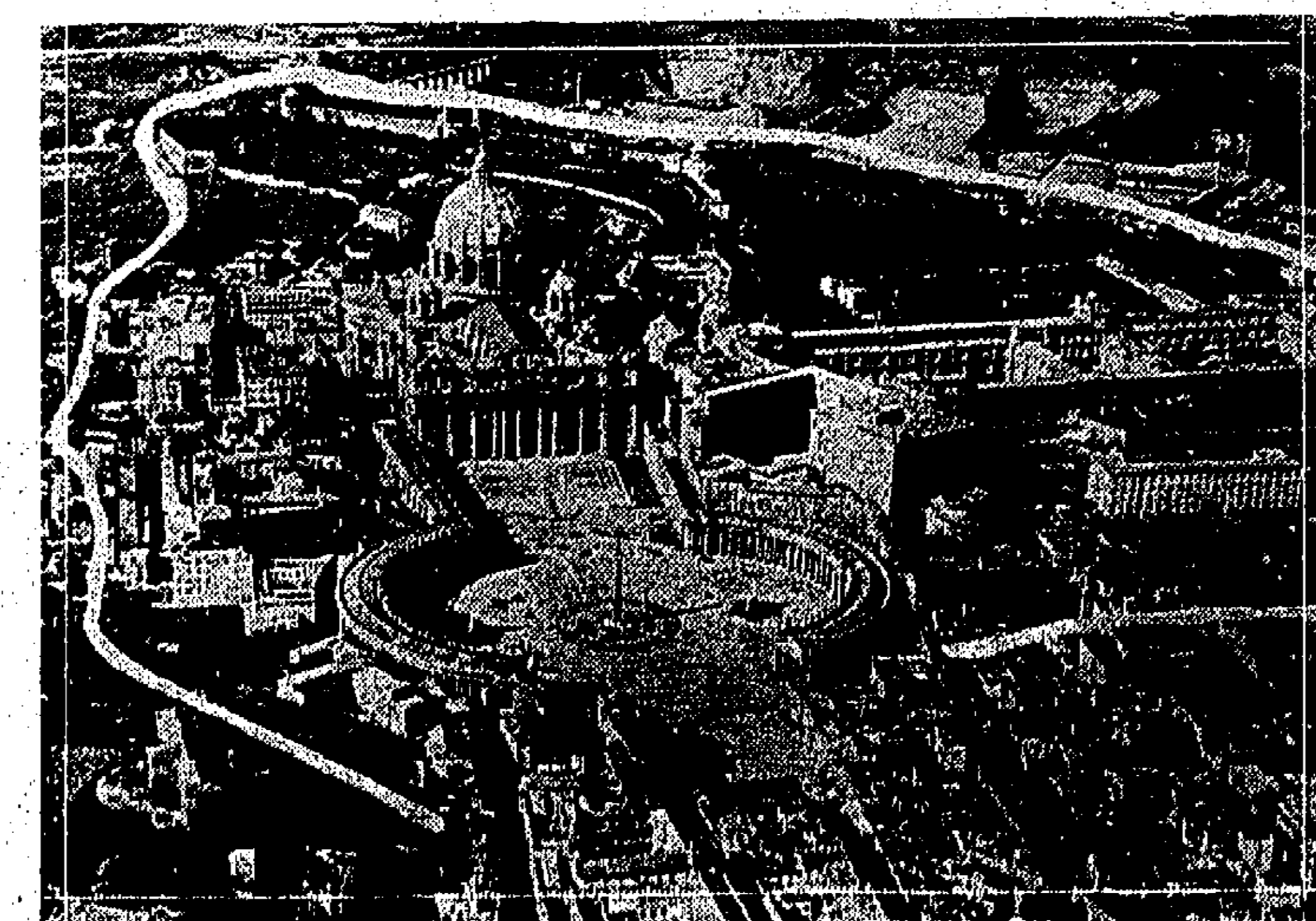
"Merrily we growl along, growl along, growl along!"—a strange "pony-cart" drawn by Jackie, a 16-month-old, harness-broken lion. The youngsters are not a bit afraid of the big cat.



The statue of Henry Clay by the noted sculptor, C. H. Niehaus, which has been placed in statuary hall in the U.S. Capitol, and was unveiled on March 3. Clay was Speaker of the House of Representatives from 1815 to 1820, and was Secretary of State in 1825.



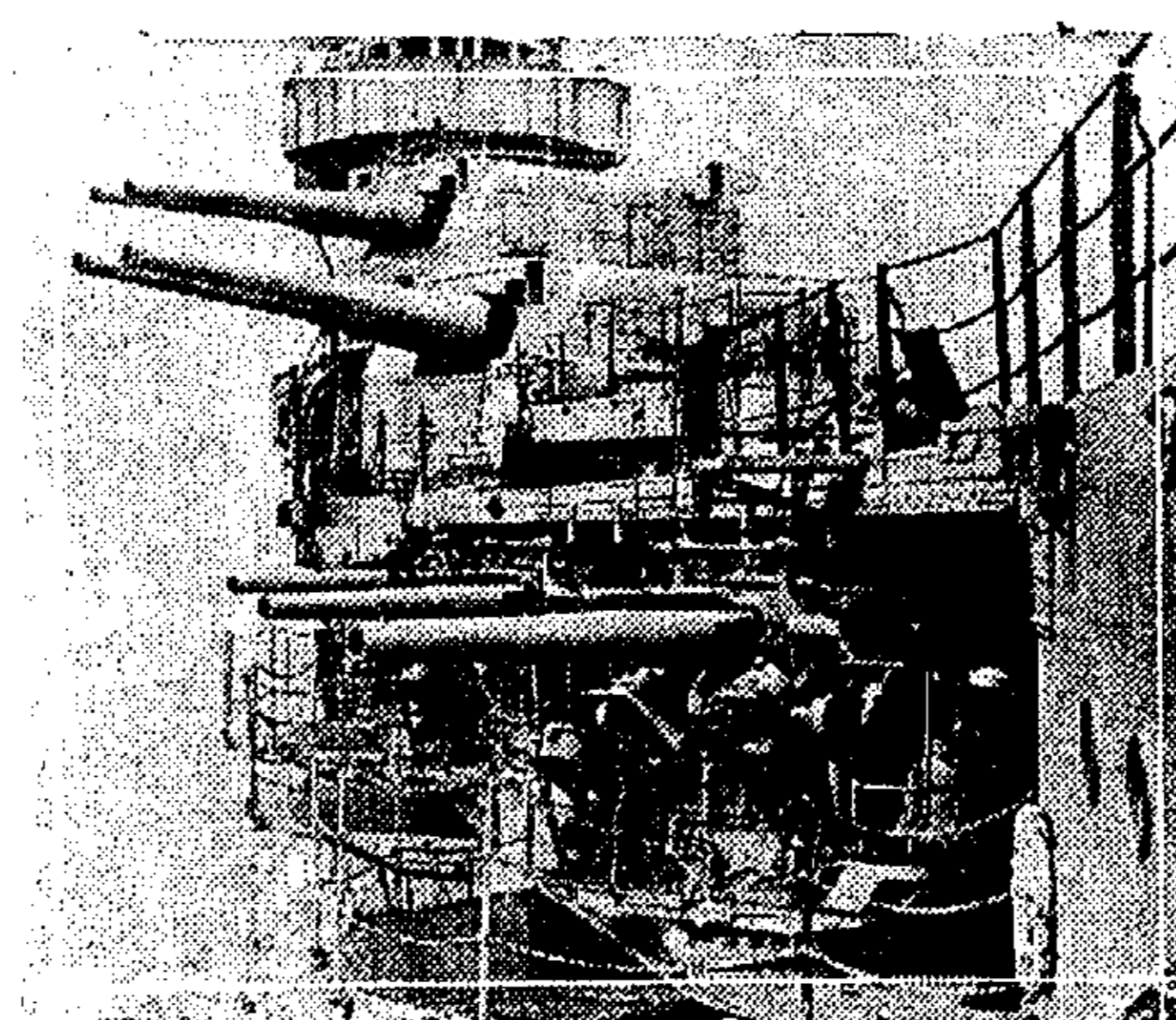
Front view of a sailor aboard giant aircraft carrier, wearing one of the new fireproof asbestos suits—covering him from head to foot. The headpiece is equipped with a transparent, fireproof vision frame. In case a plane comes down on the deck of the ship in flames, sailors in these fireproof suits will rush out to rescue the pilot.



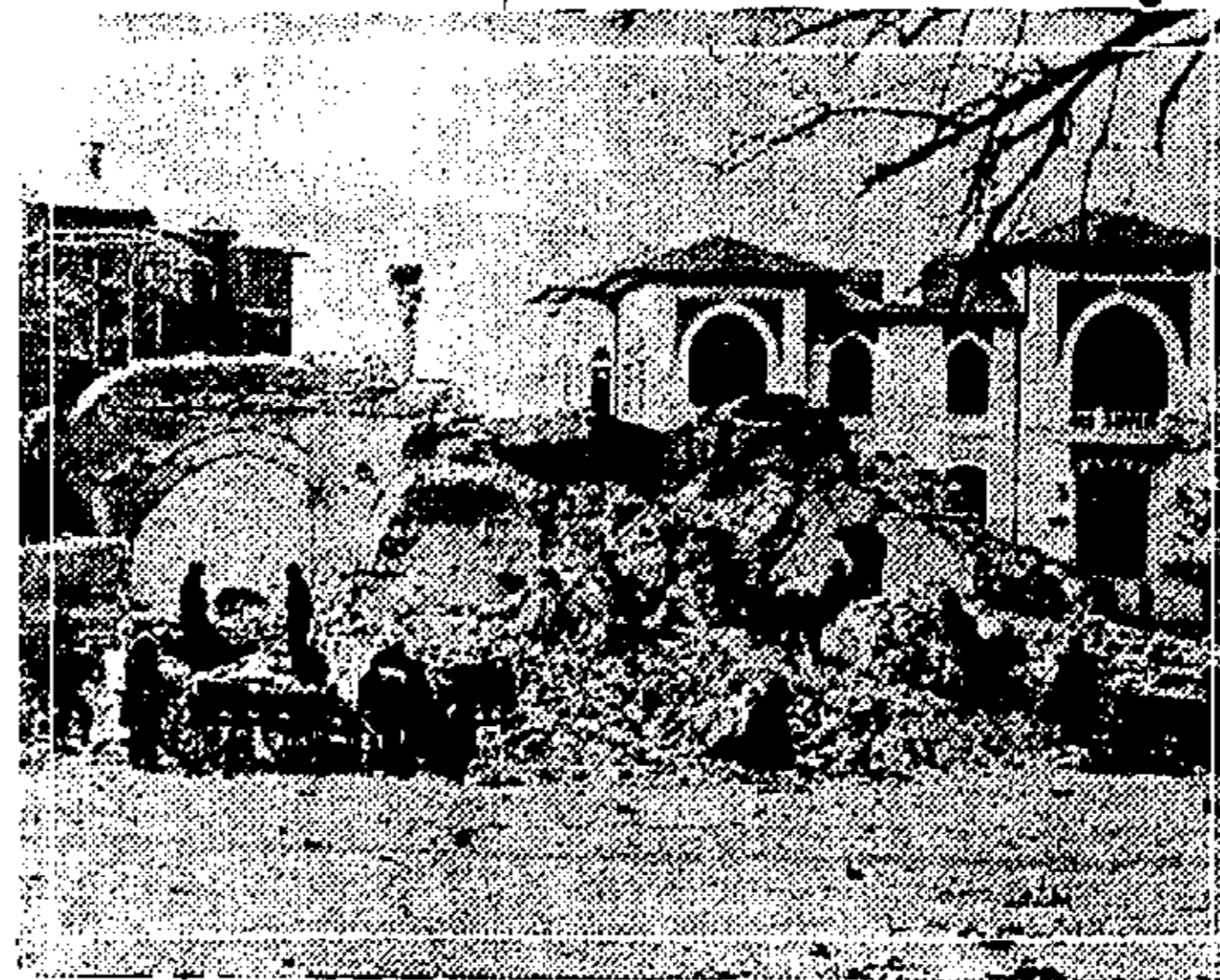
A new view of St. Peter's, the Pope's Palace and the Vatican—"Vatican City," formed by the peace treaty between the Church and Italy. The white line shows the new boundaries. Formerly, the Vatican included only that territory within St. Peter's, the Pope's Palace (at right) and the circular plaza in centre.



Mr. and Mrs. Jack Sharkey, photographed after the recent bout at Miami, Florida. (Mrs. Sharkey, center). Sharkey won the decision over "Young" Stribling in a 10-round bout.



The formidible armament—a part of it, that is—on a giant aircraft carrier, including three anti-aircraft guns and the forward 8-inch gun turrets. The guns in the foreground are the latest anti-aircraft armament developments, and have an effective range of more than four miles—almost straight up in the air—higher than any bombing plane would fly.



Three pages in the history of Turkish progress—in centre, a lone Roman column—mute witness of the Roman conquest of Asia Minor in the ancient days; before it, workmen wrecking a 14th Century Mosque (Middle Ages) at the orders of Mustafa Kemal who is attempting to eliminate the old religion; and right, a modern new building. In place of the tumbling mosque, a modern hotel dancing pavilion will be erected.

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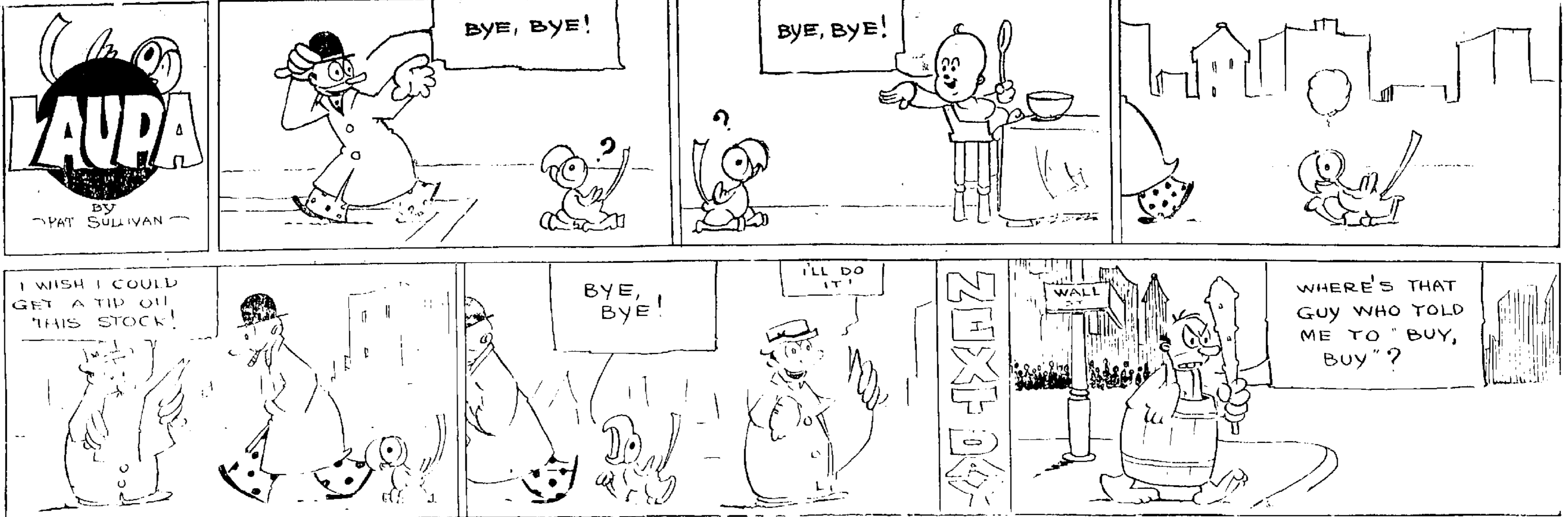
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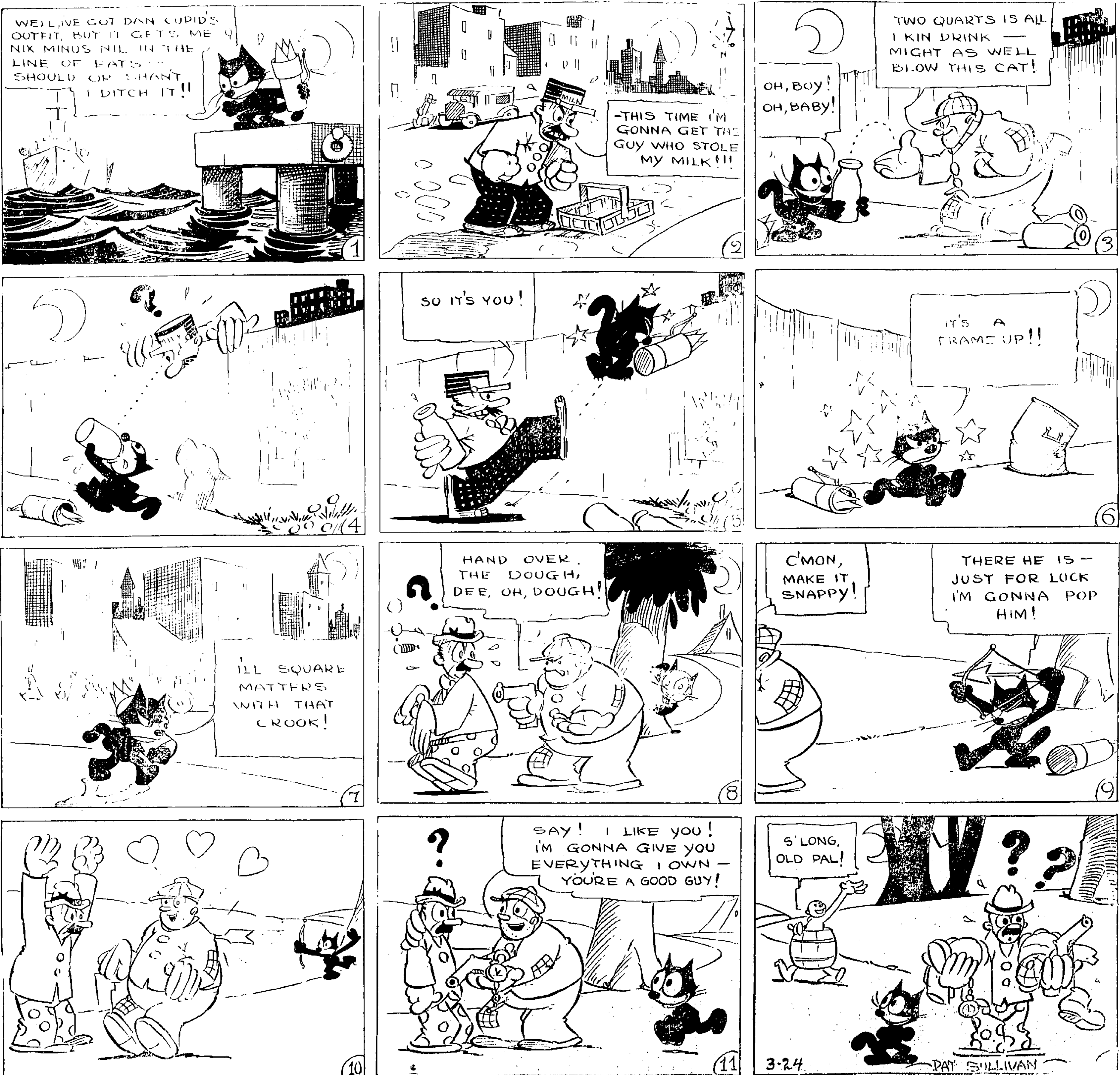
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MUSICAL COMEDY

Banvard's Farewell Performances

IN THEATRE ROYAL

The Banvard Musical Comedy Co. are opening a short season in the Theatre Royal to-morrow night, thus affording an opportunity to many who failed to see them recently in Kowloon.

This excellent company deserve all praise for the excellent efforts they achieved during their recent short stay in the Colony.

That versatile artiste, Miss Wilmott, will again be to the fore. Those who had the misfortune to miss her before should make an effort to see this smart comedienne in "Lido Lady."

It is essential that seats should be booked early, owing to the already great demand.

MR. HEUGHAN

Buildings In Hong Kong

CONSTRUCTION PRIMITIVE

A story of the education of Siam and Malay musicians to Western ideas in music, was told by Mr. William Heughan, the Scottish actor, on March 26 on his arrival in Fremantle from Singapore on the steamer "Tantara." Mr. Heughan was accompanied by his wife, whose stage name is Miss Gladys Sawyer, and Miss Maud Bell, an English artist. After leaving Western Australia last November, the party travelled through Malaya and Siam and further north to Hong Kong and Shanghai.

His most remarkable experience during the tour, Mr. Heughan said, was hearing a full symphony orchestra composed entirely of Siamese playing the music of the Western composers. The orchestra was as well equipped as possible and its programmes included the recognised composers from Schubert to such moderns as Humperdinck. The players were all in their national dress, which consisted of a pair of blue pantaloons and a white jacket, and none of them had ever heard an orchestra but their own. He made investigations regarding the foundation of the orchestra and found that years ago an old German who lived in Siam interested a few of the natives in Western music and, encouraged by their enthusiasm to improve their musical knowledge, started a small orchestra. The players became good musicians and immediately commenced rehearsing the younger generation with the result that the orchestra was now equal to most European or American combinations. "It is a wonderful experience to see and hear those men," Mr. Heughan continued, "and I tried to impress them with the vast possibilities of a tour of the outside world if that could be made possible."

The Malays listened to the folk music of his repertoire with a deep interest, but from a different viewpoint to that of the resident Europeans, Mr. Heughan said. The European, already familiar with many of the folk songs, enjoyed hearing them, but the Malays, possessed of only a glimmering realization of the beauty of the songs, searched for a wider knowledge and found in them a greater beauty than that of their own traditional melodies. He had listened to one of their operas but had found it too involved for an average European to understand or appreciate.

In Hong Kong

Like the music, the general progress of the Far East was assuming an Occidental aspect. The buildings now being erected in Hong Kong were of American style but the methods of construction were essentially primitive, all the heavy work being performed by man power. The Malay States, under British administration, were in a happy and prosperous condition and he was impressed with the number of Australians who held executive positions, particularly in the tin-mining industry.

Before rushing away to undergo the usual Customs examination, Mr. Heughan related a story in which he claimed to have discovered the origin of the feminine bobbing and shingling fashion. During the wars between the Siamese and the Burmese, he said nearly all the men of Siam were away fighting and the Burmese soldiers by dint of military stratagem attacked the Siamese territory. As they were marching towards one of the native towns, the women of the town mustered and, after cutting off their hair to make them look like men, manned the ramparts, surprised the opposing troops who did not expect any opposition, and ward off the attack until help arrived.

Mr. Heughan and his party will give a series of concerts in Perth before leaving for Scotland via the Eastern States, New Zealand and Canada. It will be his last Australian tour for some years.

DOCKSIN SCHOOL

Successful Term Closed

PRIZE DISTRIBUTION

"Labor Omnia Vincit" is the motto of the Docks-in English School, and that they had lived up to it was evident last evening when the distribution of prizes took place, thus marking the close of another successful school term.

The ceremony, which was performed by Mr. W. B. Finnigan, Registrar of the Hong Kong University, took place in the open, in the grounds of the school which is situated at No. 49, Bonham-road.

There was a large gathering of the parents of the students and friends of the school. An excellent programme of entertainment was presented from a stage erected at one end of the compound, and all present spent an enjoyable evening.

The proceedings opened with an overture by the St. Louis Brass Band, after which the Chairman, Mr. Ko Kan-wing, B.A., addressed the gathering. He introduced Mr. Finnigan and extended a hearty welcome to him as well as to all the other guests.

Mr. Dixon Chau, the head master, then read the School report as follows:—

It is with very great pleasure that I, on behalf of the staff and students, extend to you a cordial welcome to our distribution of prizes this evening. Your presence here shows your appreciation and your sympathetic interest in the work of the school, which is, as yet, in its early childhood, having been founded in September, 1928, a little over five years ago.

We should have held this meeting at an earlier date, but, owing to the change of the school premises, much time was need to arrange and set things right. We took over possession of this building, No. 49, Bonham-road, only last February. We are paying a higher rent for this house than we paid for the one we occupied in Caine-road last year, as it is the biggest and most spacious we have so far rented. In front, there is a small garden-like playground, with a fountain in the centre. To the extreme west of the building, at one end of the playground, there stands a small pavilion. The building itself is a two-storied one, with four large rooms on the northern side, bounded by a long and wide veranda; and eight smaller rooms on the southern side, facing the Hong Kong University. The house was once occupied as a residence by some rich Chinese. It is the property of Mr. Kwok Chun-yeung, a wealthy merchant in the Colony.

As we have so many rooms at our disposal, we have been able to arrange, in addition to our class rooms, a reading-room and a common room for the teachers. The equipment and sanitary arrangements have been greatly improved.

Attendance

During the year 1928, the maximum enrolment was 198 as against 164 in the previous year. The number of meetings was 230, and the average daily attendance was 152, about 87%. The percentage of attendance was considerably lowered by the usual departure of a certain number of travelling students, who, I believe, were disappointed by their failure in the school examinations in July and November. They forsook their old school in the hopes of securing an entry into a higher class—for which they were not qualified—in some other school.

Staff

We are maintaining a staff of eight teachers of English and two vernacular masters. Of these, three are part-time. In November last, Mr. Lam Man-ching, our Mandarin teacher, resigned and his place has been filled by Mr. Ng Yick-nam, an undergraduate of the Southern College, Shanghai. Being noted for his absolute strictness in discipline and order, he was appointed superintendent in December. Our class V. form-master, Mr. Andrew Liu, gave up teaching towards the end of year to devote himself to further study in the "Universite' l'Aurore," at Shanghai. Mr. Howard Lee, Bachelor of Pedagogy, Valparaiso University, joined our staff in December in place of Mr. T. C. Cheah, who left us for better prospects.

Studies

There are nominally nine classes, including a commercial class. Owing to the raising of the standard in the University Examinations of 1929, coupled with the small number of students who are really qualified to be admitted into class one, we have dropped it out this year. From an educational standpoint it is advisable that school authorities refuse admission to Class I to any student who does not hold a Junior certificate. I am sorry to say that this principle is very often disregarded.

In our purely commercial class the subjects are very well chosen. We aim at preparing a student to enter the business line with a fair knowledge of commercial subjects, both theoretical and practical. The

subjects which we make compulsory for passing our commercial class examination are: English, Arithmetic, Commercial Knowledge, Touch-Typewriting, and Book-keeping. General Information, Translation and Mandarin are also taught in this class.

The time-table is divided into two periods: the morning session from 9¼ to 12½ being devoted to theoretical commercial subjects, and the afternoon session, from 2 to 4, being set aside for practical work in Touch-Typewriting. Students who have gone through a course of three months in this subject, and who can type accurately at a speed of over 30 words per minute, are awarded certificates. Our Typewriting room is well furnished and is equipped with over ten up-to-date typewriters (mostly "Underwoods") together with other necessary apparatus.

Mandarin, our national language, is taught in the upper classes. As a rule Chinese boys find it very difficult to speak English well, simply because English is not their mother-tongue. Only within school hours have they the opportunity of reading and speaking English, the rest of their time being spent entirely with people who speak only their native tongue. Now in order to remedy this defect, we pay much attention and devote much time to the teaching of Reading, Colloquial English, and Elocution in the lower classes, and Grammar and Composition in the upper classes. To supplement the boys' studies, we have established a school library on a small scale, which contains many useful books, periodicals, magazines, both English and Chinese, and several vernacular papers, besides the English S.C.M.P.

Examinations

Our annual school examination usually takes place as soon as the University examinations have ended. The results of last year were, on the whole, satisfactory, especially in Classes 2 and 5, which scored very high marks in the subjects taught. Two boys were successful in our First Year's Commercial course; nineteen boys have graduated in our Typewriting Class. The top boys, who have done creditable work in the various classes, are awarded prizes. In the University Examination, Master Leung Tin Sun passed splendidly, obtaining two distinctions, one in Arithmetic and another in Mathematics. He was unfortunate in not winning a third distinction in English, being deficient by only 1.67 marks.

Health and Sports

Due to the lack of a playground suitable for exercises, physical training has been much neglected. To make up for this want, indoor amusements, such as Ping Pong, Table Tennis, Chess Competitions, Newspaper reading, etc., are wholeheartedly encouraged. Football and other outdoor games were often played. During the summer months swimming parties were organised. Early in July last we went, by steam launch, for a trip round the Island. About 100 boys took part and enjoyed the day's outing, and the sea-bathing, which was part of the programme, immensely. Some were not quite so fortunate, for unaccustomed to breasting the waves in a tossing launch, they suffered, as only too many, even hardened sailors, suffer, from sea-sickness. None the less the day's outing was an unqualified success.

Good health has been maintained amongst the scholars throughout the year. Towards the end of the year, when small-pox assumed serious proportions, we had the majority of the boys vaccinated by Master Chung Yik Mui, a member of the King's College Division of the St. John's Ambulance Brigade.

Discipline and Morals

We pay attention to moral training as well as to intellectual training. Smoking is now absolutely prohibited within the school precincts. Boys who behave badly are severely dealt with, and those who have got nine demerits are liable to expulsion.

Discipline is said to be "The Life Blood of Schools." Without discipline it is impossible to form character, and the formation of character is vital in education. A school is not, merely a place in which to impart knowledge, but is also a seat for the moulding of character and the cultivation of the mind. Good habits are easier to foster when boys are young. Therefore parents should send their boys to school at an age when they are pliable and capable of being moulded. Moral training can be better acquired in Christian Schools, as due attention is paid to Biblical or Religious Knowledge, which is a very important subject. Amongst living creatures man alone has got an immortal soul. He should know how to discern between good and evil. Prizes and certificates are easy things to gain, but the conquering of oneself is most difficult. "What doth it profit a man if he gain the whole world and suffer the loss of his own soul?" says Our Lord Jesus Christ. It is a pity to see some of our fine young men, who have just graduated from school or university, and who are, perhaps, fortunate enough to hold important posts in the government of their own country, live without knowing that there is a true God. In consequence of this,

wherever man tries to live without God, there is bound to be corruption and demoralization both in social and official life. This is not less true of China than of other countries. Hence, the aim of a school should be to train its pupils to be loyal, faithful and obedient to authority and so to make them good citizens. Now there is one important point that I should like to impress upon parents and guardians, and it is this: that they should do their best to keep strict watch on their sons' or wards' conduct outside school hours as well as not to allow them to stay away from school without sufficient reason. I sincerely hope that they, too, will give their whole-hearted co-operation in helping us to maintain strict discipline.

In conclusion, I beg to tender my sincerest thanks to Mr. W. B. Finnigan, for being so kind as to distribute the prizes; to our promoters, who have so generously consented to recommend the school to the public; to the Brass Band of the St. Louis Industrial School; to those friends who have contributed the items in our programme to-day; as well as to the parents of the pupils and the friends of the school who have honoured us with their presence.

School Congratulated

After presenting the prizes Mr. Finnigan said:— I wish you to join me in congratulating the Principal and staff of Docks-in English School on the good work done by the school during the past year.

Among other interesting items of information about the work and aspirations of the School, Mr. Dixon Chau has told us what the school is attempting and doing in the way of character building by the cultivation of good habits and the recognition of the value of rules of discipline. There are a great many people who seem to think that discipline is an exercise to be practised in the class room only, and that it is entirely the business of school teachers to train students to be punctual and diligent, truthful and honest, obedient and courteous, and to exercise patience and restraint, courage and unselfishness, and other goodly virtues. But the efforts of teachers will be of little avail unless they are supplemented and reinforced by good home training by the inspiration of good example in the home circle. I would therefore appeal to parents and guardians to co-operate wholeheartedly with school authorities in this important matter and to do their utmost to see that the work of the teacher is not neutralised by indifference and slackness in the student's home life.

China's Need

China is in urgent need of young men and women of strong character, high ideals, and good will and it is up to you to help to supply your country's needs.

In Mr. Dixon Chau the school has not only a capable Principal but also a tactician of no mean order. See what he has done. He has taken up his school from its old location and brought it and set it down at the very doors of the University, to show his students what a noble goal Tai Hok Tong is. Then he has lured the Registrar out into the open, presumably, to let his boys see how perfectly harmless that official is. And I have private information to the effect that he is busy laying his plans to lead a storming party against the Matriculation gate of the University in November. I wish him luck and shall be the first to welcome boys from this school as students at the University. (Applause.)

Honest Triers

On occasions like this it is the prize winners who come into the limelight and, while congratulating them on their success, I would like to offer a word of encouragement to those who have not won prizes. If they have striven hard and tried their best they have done well; they have acquired merit and, as you know, all the world admires and respects a good honest trier. Many of the world's most useful citizens and greatest benefactors never appeared in the limelight. They devoted themselves wholeheartedly to their appointed tasks and gave of their best.

Mr. Principal, I am grateful to you for giving me this opportunity of expressing my appreciation of the good work that is being done by this worthy institution. I wish it great prosperity and continued success. (Applause.)

PRIZE WINNERS

The following were the successful students:—

Certificates

Li Ping-man, Matriculation certificate, 1927.

Leung Shu-yau, Senior certificate, 1928.

Liu On-tak, Junior certificate, 1927, (distinction in Arithmetic).

Yuen Wing-yi, Junior certificate, 1927.

Leung Tin-sun, Junior certificate, 1928, (distinction in Arithmetic and Mathematics).

First Year Commercial certificates, 1928.—Chow Yui and Leung Lul-fan.

School Typewriting certificates, 1928.—Lo Bun-luck, Leung Lul-fan.

NEW ADVERTISEMENTS.

KOWLOON-CANTON RAILWAY, British Section -

THE PUBLIC IS HEREBY NOTIFIED that a REVISED FARE TABLE will come into force from 1st May, 1929.

By Order,
R. BAKER,
Manager & Chief Engineer.
Kowloon, 27th April, 1929.

THE HONG KONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

THE ANNUAL GENERAL MEETING of the Society will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd. on MONDAY, 29th April, 1929, at 5.15 p.m.

JACK BUCHANAN,
Hon. Secretary.
Hong Kong, 23rd April, 1929.

Ip Che-chuen, Lo Po-shan, Chan King-yue, Lam Chi-fung, Chow Yin, Ng hun-wa, Che Shiu-kuen, Ho Cheuk-yuen, Wong Che-ying, Wong Shiu-ho, Fung Ki-wui, Chanan Singh, William Kew, Wong Chun-kow, and Lai Pak-hee.

Class Prizes
Class 1.—1st Leung Shu-yau.
Class 2.—1st Leung Tin-sun.
Com. Class.—1st Chow Yin; 2nd Leung Lul-fan.

Class 3.—1st Chan Siu-chai; 2nd Sze-To Lai-mg.

Class 4.—1st Ching Hong-ki; 2nd Fung Pak-woon.

Class 5.—1st Ng Li-chung; 2nd Lau King-woon.

Class 6.—1st Chung Kam-shing; 2nd Chau Shiu-kwan.

Class 7.—1st Pau Siu-hong; 2nd Law Nai-piu.

Class 8.—1st Chan Yuet-sing; 2nd Chau Wing-cheung.

Special Prizes
Leung Shu-yau, gilt medal for General Proficiency.

Leung Tin-sun, gilt medal for General Proficiency.

Lo Bun-luck, silver medal for Typewriting.

Ho Che-yung, silver medal for Drawing.

Ho Tung-che, special prize for Chinese.

Shum Yoon-yuen, special prize for Chinese.

Leung Shu-yau, special prize for Trigonometry.

Leung Tin-sun, special prize for Arithmetic and Mathematics.

The Government Asylum, also known as the Lunatic Asylum, will henceforth be called the "Mental Hospital," according to a notification appearing in the current "Gazette."



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LONDON'S LEAD

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(opposite Hong Kong Hotel),

For Sheer Enjoyment

SMOKE

CAPSTAN

A THOUSAND THRILLS!

—in this powerful story of love and temptation. Produced by the man who made "The Four Horsemen," "Mare Nostrum" and other notable screen productions!



REX INGRAM'S Greatest Triumph! The GARDEN OF ALLAH

With

ALICE TERRY IVAN PETROVICH

"THE ENCHANTED EAST" of the Arabian Nights is vividly brought to the screen in this modern love story taken from the famous novel by Robert Hichens.

AT THE

STAR

FINAL SHOWINGS TO-DAY.
At 2.30 & 5.30.

9.15.—THE ITALIAN GRAND OPERA CO.—9.15.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20
To-day to Wednesday.—Douglas Fairbanks' super thriller, "The Iron Mask." The further adventures of "The Three Musketeers."

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20
Final Showing To-day.—Karl Dane and George K. Arthur in "Circus Rookies." Also, Charlie Chaplin's great comedy, "A Dog's Life."
To-morrow and Tuesday.—"The Enemy," a powerful drama of love and war. With Lillian Gish and Ralph Forbes.
Wednesday and Thursday.—"London After Midnight," a gripping mystery story. Starring Lon Chaney and an excellent supporting cast.
Friday and Saturday.—"Good Morning Judge," a hilarious comedy featuring the popular English star, Reginald Denny.

STAR THEATRE

At 5.30 and 9.15
Matinees Every Saturday and Sunday at 2.30 p.m.
Final Showings To-day, 2.30 & 5.30, Rex Ingram's masterpiece, "The Garden of Allah." With Alice Terry and Ivan Petrovich.
At 9.15, The Italian Grand Opera Company in "The Barber of Seville."
To-morrow and Tuesday, at 5.30 only, Marion Davies' sparkling comedy, "The Patsy."
To-morrow at 9.15, The Italian Grand Opera Co. in "Madame Butterfly."
Tuesday at 9.15, The Italian Grand Opera Co. in "Cavalleria Rusticana" and "Pagliacci."
Wednesday and Thursday, at 5.30 only, Wallace Beery, Pat O'Malley and Ethel Wailes in an unusual comedy, "Let Women Alone."
Wednesday at 9.15, The Italian Grand Opera Co. in "Lucia di Lammermoor."
Thursday at 9.15, The Italian Grand Opera Co. in "Carmen."
Friday and Saturday, Janet Gaynor and Charles Farrell in the beautiful production, "Street Angel."
Friday at 9.15, The Italian Grand Opera Co. in "La Boheme."
Saturday at 9.15, The Italian Grand Opera Co. in "Tales of Hoffman."

"THE CROWD"

What many critics claim to be the best picture King Vidor has ever produced for the screen is coming soon to the Queen's Theatre. It is "The Crowd," a Metro-Goldwyn-Mayer picture based on an original story by the director. Eleanor Boardman and James Murray have the featured roles in the first story Vidor has filmed since "The Big Parade."

Two hundred yards of rose coloured satin were used to drape the royal bed of Anne of Austria, wife of Louis XIII of France, for Douglas Fairbanks' newest picture, "The Iron Mask."

GRAND OPERA

"Barber of Seville" To-night At Star

Signor Carpi's Italian Grand Opera Company will continue to appear at the Star Theatre until Saturday next. To-night, "The Barber of Seville" will be given and will be followed in the order named by "Madame Butterfly," "Cavalleria Rusticana" and "Pagliacci," "Lucia di Lammermoor," "Carmen," "La Boheme" and "Tales of Hoffman." The Company, which is composed of seventy-five artists including a full orchestra, chorus and ballet, is the largest ever to visit the East and in view of the general excellence of the performances already given, full houses should be the rule until the end of the season. Seats may be booked in advance at either Moutrie's or the Star Theatre.

"STREET ANGEL"

An Outstanding Picture

"Street Angel" an adaptation of the successful stage play, "Lady Christillinda" by Monckton Hoffe, will be the feature film at the Star Theatre at 5.30 on Friday and Saturday next. This picture again brings together the triumvirate responsible for the successful screen translation of the stage play "7th Heaven"—Janet Gaynor, Charles Farrell and Frank Borzage, the Director. In this attraction the two youthful film lovers are transferred from the scenes of their first triumph in the sewers and attics of Naples. Janet Gaynor will be seen as a wait of the wharves who joins a small travelling circus in order to free herself from the persecution of the Neapolitan gendarmes. Charles Farrell portrays the role of an itinerant Italian artist who, enamoured by her charm, follows her about the countryside. The film is full of thrills. The greatest one is where the lover chases the girl through the streets trying to kill her, and when they finally meet at the altar of a great cathedral they are so changed that they are almost unrecognisable. It is one of the most beautiful films of recent years.

MYSTERY THRILLER

Lon Chaney's Uncanny Picture

With one of the most notable casts of the season, the uncanny mystery drama, "London After Midnight," Lon Chaney's big picture, comes to the World Theatre on Wednesday. The production is an elaborate story hinging on weird happenings in a haunted manor house in England. Marceline Day fills the role of heroine, as ward of an eccentric millionaire around whom the thrilling plot centres, and Conrad Nagel has the romantic lead as the capitalist's secretary. Henry B. Walthall, famous since his work in "The Birth of a Nation," plays the eccentric millionaire himself, and Polly Moran, Ethna Tichener and others of note are in the cast. Tod Browning, who produced "The Unholy Three" and "The Unknown," directed the picture, securing some extremely fantastic camera shots which serve to heighten the general mystery of this extraordinarily eerie and thrilling production.

The Cinema Page

WORLD THEATRE

"Circus Rookies" and "A Dog's Life"

One of screenom's most famous comedy teams, Karl Dane and George K. Arthur, the comedians of "Baby Mine," will be seen for the last time to-day at the World Theatre in "Circus Rookies."

In this film the elongated Dane and the pint edition Arthur provide a riot of fun against a circus background, Dane as an odd-job man around the "big top," who essays his hand at lion taming, and Arthur as a loquacious, quick-witted press agent. They run afoul of each other when they both lose their hearts to a dainty, pretty trapeze artist. Louise Lorraine has the heroine role and demonstrates to a nicely the devastating effect of the feminine influence on the hearts of two wandering susceptible males. Among the other notables in the cast is Fred Humes, who takes the part of a giant gorilla in a make-up and costume that is an engineering feat. Charlie Chaplin's hilarious comedy, "A Dog's Life," will also be shown.

SPECTACULAR SCENES

The biggest outdoor "set" in the world—the Sahara Desert—is an important background of "The Garden of Allah." Rex Ingram's production which was filmed entirely abroad for Metro Goldwyn with Alice Terry and Ivan Petrovich in the leading roles. Camel caravans, miles long, 2,000 Arabs at prayer, a sand-storm and other high lights of the famous desert romance which Willis Goldbeck adapted from Robert Hichens' story are filmed with the Sahara, one of nature's wonders, as a background.

A SUPER FILM

Douglas Fairbanks in "The Iron Mask"

TO-DAY AT QUEEN'S

In his newest United Artists Picture, "The Iron Mask," which comes to the Queen's Theatre on Sunday, Douglas Fairbanks embodies the romantic spirit of adventure and valor. Once more he is D'Artagnan, the dashing hero of Alexander Dumas' stories of seventeenth century France, as he was six years ago in his first picturization of the adventures of the four faithful friends, "The Three Musketeers." Again he rides with Athos, Porthos and Aramis through years of intrigue, war and love.

The first part of the picture takes place during the reign of Louis XIII, when the four musketeers wield their swords in defence of their king and his infant son. The time of the second part is twenty years later during the early period of the regime of the young Louis XIV. D'Artagnan and his companions are as valiant and loyal in their guardianship of the new king as they were of his father. D'Artagnan solves the mystery of the man in the iron mask, outwits the cardinal and his conspirators, restores the rightful Louis to his throne, and goes to his grave with the baton of the Marshal of France upon his breast.

Lovers of the Dumas novels will find that the players in this picturization of the stories admirably fit the brilliant Frenchman's descriptions of his characters. Athos, Porthos and Aramis are played by Leon Barry, Stanley J. Sandford and Gino Corrado, ideal types for the swashbuckling young musketeers. Nigel de Brulier is the crafty, conspiring cardinal, and Lon Poff plays his fellow churchman Father Joseph. Ulrich Haupt is cast as the villainous de Rochefort, and the two Louis, father and son, are played by the same actor.

(Continued at foot of next Column.)

"THE GARDEN OF ALLAH"

Screen Version of Robert Hichens' Novel

The Desert! The Garden of Allah! The spell of sleeping sand dunes and strengthening sunsets beyond all description. The poignant love of a giant, untutored traveller, a former monk who had left a Trappist monastery under a cloud, for a young girl of surpassing beauty and poise. Hostility, pity, love, happiness, disillusion, despair, grief—and finally a new peace with God that three people find in three separate ways after the desert sand-storm has passed.

That is the story of "The Garden of Allah" which is being shown for the last time to-day at 2.30 and 5.30 p.m. in the Star Theatre. Known the world over as a novel, and a tremendous success as a stage play, it is now transferred to the screen—a Rex Ingram masterpiece—filmed on the actual spots in Algeria described by Robert Hichens in his world famous book. "The Garden of Allah" was produced by the eminent director of "Scaramouche," "The Four Horsemen of the Apocalypse" and many other noteworthy screen productions. To-night at 9.15 p.m., Signor Carpi's Italian Grand Opera Company will present "The Barber of Seville."

REAL COSSACKS

Learning to ride in a Cossack saddle, a queer high affair from the Russian steppes, was John Gilbert's strenuous preparation for his latest screen role in Metro-Goldwyn-Mayer's "The Cossacks," coming soon to the Queen's Theatre. Gilbert rides with a troop of real Cossacks brought from Europe for the picture, and who stage sensational riding thrills in spectacular settings. Renee Adoree plays the heroine.

MAGNIFICENT! THRILLING! SWEEPING!

You will be thrilled as never before when you see the fascinating D'Artagnan and his rollicking musketeers—fighting like fury; captivating all Paris with their merry making; befogging the countryside with the dust of pounding hoofs as they match brawn and brain with the best blades of all Europe to solve the mystery of the "Iron Mask."



IN THE
FURTHER
ADVENTURES
OF THE
THREE
MUSKETEERS

DIRECTED BY
ALLAN DWAN
UNITED ARTISTS
PICTURE

THE IRON MASK

SPARKLING WITH THE CHARM AND GLAMOUR OF OLDEN FRANCE!

AT THE
QUEEN'S TO-DAY TO WEDNESDAY
At 2.30, 5.10, 7.15 & 9.20.
INCREASED PRICES



KARL DANE GEORGE K. ARTHUR
CIRCUS ROOKIES
An Edward Sedgwick production
with Louise Lorraine

The famous comedy team of "Rookies" will thrill and delight you again in this hilarious story of life under the "big top!"



CHARLIE CHAPLIN IN "A DOG'S LIFE"

AT THE
WORLD FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

A NIGHT VIGIL

Tense, Dramatic Scenes in "The Enemy"

The heart-gripping night vigil in Puccini's "Madame Butterfly" has a remarkable parallel in "The Enemy," Lillian Gish's Metro-Goldwyn-Mayer vehicle which is to be screened to-morrow and Tuesday at the World Theatre in which, under the direction of Fred Niblo, the suspense of a night vigil has almost the same effect, though the situation is one entirely different. In the picture, based on Channing Pollock's famous stage play, Pauli, the heroine, the role played by Miss Gish, and Carol, her lover, are married on the eve of his call to the front during the war. Their last hours together are before the dawn that hurries him away with his troops. All night they sit, watching the relentless hands of the clock, ever moving toward their separation, perhaps forever. As worked out in the screen play, this vigil in the dark is one of the most powerful dramatic touches in the history of the screen.

SWIFT COMEDY

Hilarious Moments in Denny Film

Reginald Denny, Universal's popular comedy star, tops all his former successful performances in "Good Morning, Judge," the swiftest moving and most entertaining picture of his career, which opens at the World Theatre on Friday next.

Denny, filmom's best-known farceur, has a role that fits him perfectly. He is Freddie Grey, young and wealthy, who falls in love with the owner of a mission for reformed criminals. Mary Nolan, the American girl who starred for three years in German films, plays opposite Denny. Miss Nolan's blonde beauty has already carried her a long way in filmom and even now she has become one of the most sought-after actresses on the screen.

(Continued from previous Column)

son, are portrayed by Rolfe Sedan and William Bakewell. Charles Stevens is Planchet, the faithful servant of D'Artagnan, and Henry Otto is Master of Wardrobe.

Marguerite de la Motte is once more Constance, to whom D'Artagnan gives the only love of his life, as she was in "The Three Musketeers." The treacherous Milady de Winter is played by Dorothy River, and Vera Lewis is Madame Peronne, the midwife. Rolfe Bennett plays Anne of Austria queen mother of the young Louis XIV.

In this final story of D'Artagnan, Mr. Fairbanks has made his most stupendous production. Months of preparation were spent in perfecting the historical accuracy of every minute detail. The sets for "The Iron Mask," erected in the United Artists Studio, were the largest ever built for a picture, and thousands of extras were employed to carry out the atmosphere of seventeenth century France. Through the village streets and the courtyards of the palaces of the king ride D'Artagnan, Athos, Porthos and Aramis, personifying the never dying spirit of romance and adventure.

"Street Angel," which will be shown at the Star Theatre this week, is a companion picture to "7th Heaven."

FUTURE EVENTS

Films That Are Coming Here

"Bringing Up Father."—An excellent comedy based on the newspaper cartoons by George McManus. With J. Farrell McDonald, Gertrude Olmsted and Polly Moran.
"Ladies Must Marry."—An extremely modern story of an equally modern young Miss and of her adventures in the realm of love. Starring Virginia Valli, Lawrence Gray and Earle Foxe.
"The Cossacks."—A vivid picturization of the famous novel by Lyof N. Tolstoi, with Renee Adoree and Ernest Torrence.
"Diamond Handcuffs."—A gripping drama of the underworld. Starring Conrad Nagel, Eleanor Boardman, Lawrence Gray, Gwen Lee and John Roche.
"The Lady of the Pavements."—D. W. Griffith's latest production. The romance of a heart thief. Starring William Boyd, Jetta Goudal, Lupe Velez, George Fawcett and Albert Conti.
"The 3 Passions."—A lavish screen version of Cosmo Hamilton's absorbing novel. Directed by Rex Ingram, with Alice Terry, Ivan Petrovich and Shayle Gardner.
"The Crowd." King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage.
"No Other Woman," the thrilling story of a woman's caprice. Featuring Dolores del Rio, Don Alvarado, Ben Bard and Paulette Goddard.

Movie Correspondence

"R"—The Italian Grand Opera Company will present "Carmen" at the Star Theatre on Thursday next.

"Prep"—Lon Chaney was born in Colorado Springs, Col., and first started his career on the stage as a property boy. Later, he became a musical comedy dancer, then went into vaudeville. He first entered pictures as a Western player, later establishing himself as a first class screen artist with his role in "The Hunchback of Notre Dame."

The Cinema-Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

"LADIES MUST DRESS"

Quiet humour and a touch of a plain little working girl, are utilised to excellent advantage in "Ladies Must Dress," a Fox Films production featuring Virginia Valli and Lawrence Gray coming shortly to the Queen's Theatre. Earle Foxe is the "menace," Halina Cooley and Nancy Carroll are cast in a lighter vein.



CLIFF ABOVE THE PACIFIC

It was upward from Ilwaco on a winding puncheon highway—
Low and planks that chattered as
the wheels rumbled past—
Through high sand in hedges,
greenly walling us with beauty,
Till we came upon the cliff-top, and
then a view at last!



Pope Pius, taking a stroll in the gardens of the Vatican in Rome, Italy, where no longer is he a prisoner due to the settlement made between Church and State, which gives his Holiness the right to leave the Vatican and visit other parts of Italy.

The ocean stretching westward with
its miles and miles of water,
The ocean rolling inward from
Hawaii and Japan,

From Siberia, the Philippines, from
India and Java,
The old Pacific ocean,—and beside
me stood a man.

It was upward from Ilwaco on the
Northhead by the lighthouse,
On the summit of that bleak cliff
rising—towering from the sea,
That we heard the ocean thrashing.
Winter waters curled below us.
He related words of wisdom that
have sung a song to me.

The fog banks blew across us, up
the great Columbia River.

Twelve miles in we heard the dismal
foghorn blow and blow.

But overhead was sunlight; and
westward, the horizon:

And down beneath, the breakers
came in row on thundering row.

We sat upon the cliff edge with the
clear wind in our faces.

Upon the summit talking, as old
sailors must have done—

Looking westward,—keen-eyed
watchers,—looking seaward into
distance,

"God is Love!" he said, "and Faith
does more than all beneath the
sun!"

It was upward from Ilwaco on a
winding puncheon highway

That the sky came down about me,
I was raised so high at words;

And I saw his sea-eyes praying, and
I heard him speak of Kind-

ness,—
And my heart rose up on pinions,
like the mist-clouds, like the
birds.

Through high sand in hedges,
greenly walling us with beauty,

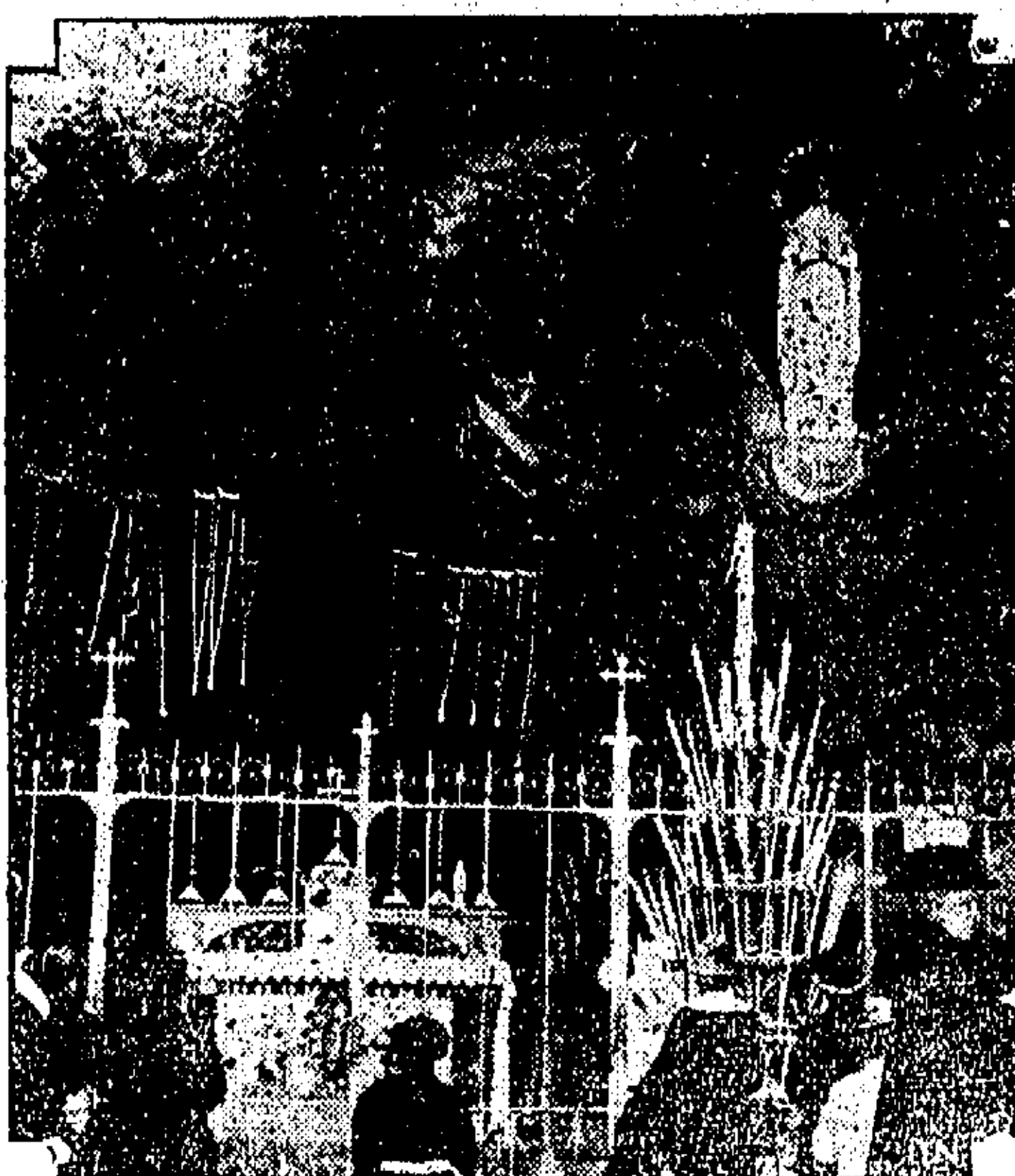
To winter on a cliff-top, barren,
black above the deep,—

To light upon a summit; and the
reverent words of beauty

And of Truth have stirred me
deeply till I say them in my
sleep.

—Helen Maring in "Christian
Science Monitor."

Pope's First Trip Outside Vatican



Now that the Pope is free to travel, it is reported that the Shrine of Lourdes, above, France, will be the object of the first visit to be made by His Holiness, Pope Pius XI. The shrine known as the "Miracle Shrine," is visited annually by thousands of religious pilgrims.

CHURCH NOTICES

A CHARGE OF ONE DOLLAR
IS MADE FOR ALL NOTICES
UNDER THIS HEADING

UNION CHURCH
KOWLOON

(Corner of Jordan Rd. & Cox's Rd.)
11 a.m. Public Worship.

Preacher: Rev. Frank Short of
the L.M.S.

2.45 p.m. Last Meeting of After-

noon Sunday School—address by
Mr. Gardner.

6 p.m. Evening Service conduct-

ed by Rev. J. Horace Johnston.

Address by Miss Ward, Matron of
the Alice Memorial Hospital.

Singing by scholars of the Ying
Wa Girls' College.

Collections at both services for
London Missionary Society.

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12 Noon.

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to attend the service and visit the
Reading Room.

CHIEF SCOUT ON WORK

In an article written in response
to a special request from the editor
of the Scottish Scout, Sir Robert

Baden-Powell, the Chief Scout, says:

"What it feels like to be over-

worked—What an idea! Me, of all

people! When I have got tons of
Scouters, Commissioners, Scout-

masters, Rover Leaders, Patrol

Leaders, everybody doing the work

while I sit back, just loving to see

them do my job for me. Of course,

I have done some work at times. I

shouldn't be such a happy creature

if I had not. In my life I have

watched people, and long ago I

grasped the fact that it is only

people who work that are any good,

and that it is only people who work

that really enjoy life.

"If I want to get anybody for a

really important or responsible job

in the Scout Movement, I look for a

really busy man. By really busy I

don't mean one whose time is fully

taken up with golf or bridge, but one

whose programme is a mosaic of

important jobs for the community.

That is the man who can look at his

jig-saw and fit in yet another duty

to do. He is the man I want. He

can be relied upon to take on the

job and to do it. What is more, he

is the man who is happy, and, as life

passes on, he is happier for feeling

that he has not wasted it, that he

has done his best for his neighbour,

and not merely for himself; that he

has not frittered away his time, but

he has done with it that which was

worth while."

IMPORTANT TO TENNIS PLAYERS

AUTHORISATION HAS BEEN RECEIVED FROM THE HONG KONG LAWN TENNIS ASSOCIATION
PERMITTING THE USE OF THE

NEW WORLD FAMOUS

DUNLOP

TENNIS



BALL

IN THE LOCAL LEAGUE TOURNAMENTS

The Davis Cup was won with the Dunlop Tennis Ball:—Play with the ball that was unanimously selected for this World-Event by Messrs. Lacoste, Borotra, Cochet and Brugnon.

The Dunlop Tennis Ball has also been selected for the 1929 Challenge Round of the Davis Cup; also for the following Davis Cup Matches:—Italy v. Ireland, Austria v. Czecho-Slovakia, Denmark v. Chile.

The important point to remember is that the New Dunlop Tennis Ball is the most Economical Ball in the world. The Ball is good for set after set of hard, punishing tennis, long after other tennis balls have become unplayable.

Dunlop manufactures the best Golf Ball in the world, and now, in Tennis, the best is the

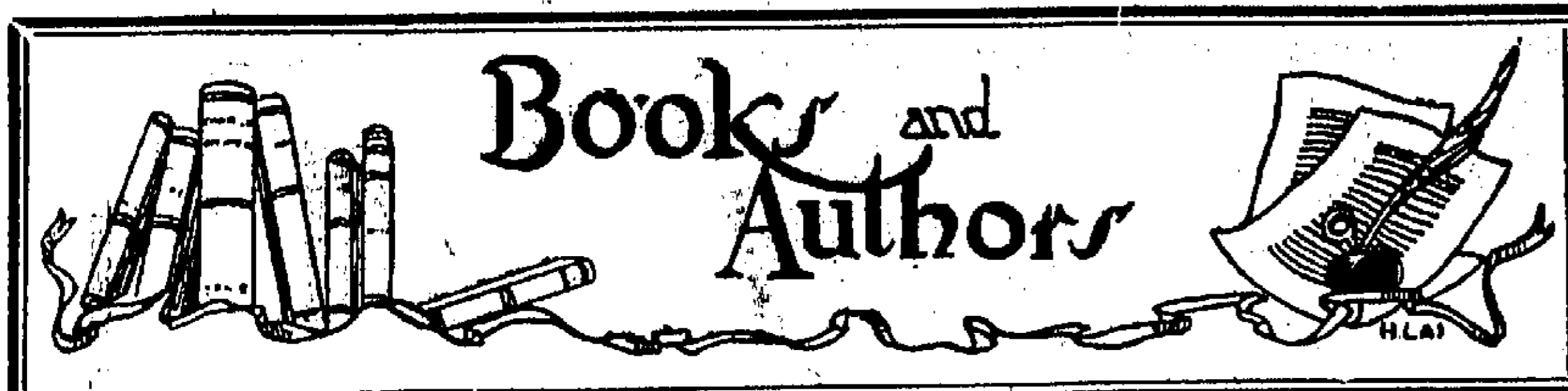
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S	P	A		C	E	R	T	A	I	N
Y	E	D	D	O		T	A	T	A	L
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S	T	I	L		S	I	T	T	E	R
C	A	R	E	S		R	I	P	E	R
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"HERALD" REVIEWS

A TENNIS CHAMPION

["Matoni's Vineyard," by E. Phillips Oppenheim; Hodder & Stoughton.]

A cheerful, healthy young man, a few tennis rackets and a seat in the Blue Train would to most people mean that all's well with the world. But to Mervyn Amory, the hero of the story, it is the commencement of a series of events which lead him into every kind of excitement in which murder predominates as when such a clever writer as Mr. Oppenheim is guiding the young man's destiny, dangers are almost sure to intervene. It is a skillfully woven plot bristling with political intrigue, although romance also is not altogether absent.

Mervyn Amory, to all intents and purposes, seems to have no interests in the world but his tennis, and it so happens that during his journey to Monte Carlo circumstances bring him in contact with a certain "Red Shirt" agent known by the name of Uguello. He eventually takes possession of a packet of important papers, which Uguello entrusts him with until the time arrives when a certain person will ask for them. Soon after this, Uguello is found murdered in his compartment, and the quiet sportsman Amory finds that he has now become the centre of attraction wherever he goes, Uguello's slayers knowing full well that the English tennis champion has the important documents in his possession.

One event leads to another and soon the peaceful relations of two countries become severely strained. The massing of troops and war materials on the frontier signifies that war is imminent. Eventually the

important documents reach their true destination and trouble is averted.

Mervyn Amory, although a tennis champion is at the same time attached to the secret service and he has no little say in the reconciliation of the two countries. Naturally there is the beautiful girl who helps him in his mission, and the final climax is befitting to the romance which you will find in "Matoni's Vineyard."

SNOBBERY OF THE '90S

["Middle Distance" by Oliver Martin; E. Benn, 7/6.]

From some points of view, the 1890's in Chelsea seem a good deal further away than the 'middle distance.' Grand Opera with the De Reskes, the shocked horror felt by so many at the early labour and strike agitations, dismay in a family because the daughter wants to go alone with a man to the National Gallery to see the Turners, all this seems almost as distant from the crinolines and the vapours.

But in other respects we are scarcely emancipated from the social trammels of that age. The snobbery of the Radebrookes, their anxiety to stand well in the eyes of those of their friends who possess titles, the weakness and folly of their daughter Elspeth, who, partly from her own fears and partly out of deference to the family, refuses, almost unprotestingly, to marry either of her two lovers—the first because his dress is not always quite up to family standard of what a 'gentleman' should wear, and because his politics are rather socialistic, the second because his father once kept a shop in Australia. These are still with us, though not so blatantly.

This is a simple quietly told story of a part of the life of the gentle and charming Elspeth whose happiness was so pitifully wrecked on the rocks of snobbery and social prejudice. The drawing of the background, of rather shabby gentility, the rector whose hopes of promotion never materialised, his worldly, harassed wife, the little perpetually changing 'general' servant, the inanity and monotony of the stupid small talk at polite rectory tea-parties, is careful and sincere, if a little colourless. The style is always pleasing, though never brilliant.

If the book had been written with some of the irony of a Jane Austen, or the exquisitely satirical observation of a Mrs. Gaskell, it would have been an admirable social study. Lacking these, it is a little tame, even tedious in parts, but the author has the power of accurate reproduction of scene and atmosphere, while the dialogue is easy and often completely convincing.

If this is a first novel it holds promise of future achievement.

AMERICAN TRAGEDY

Boston, April 18.

Boston's book censorship measures again were called into play to-day, this time against Mr. Theodore Dreiser's widely discussed novel, "An American Tragedy."

A local jury convicted Mr. Donald Friede, a New York publisher, for selling the book in Boston, finding it to be "obscene work."

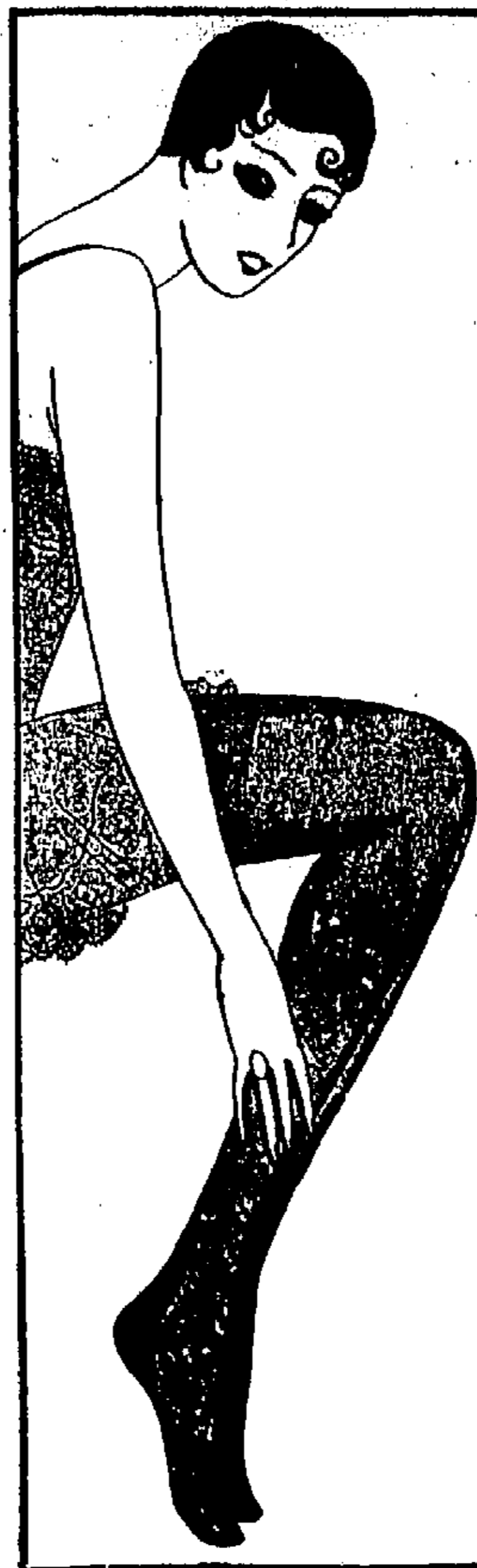
The prosecutor, in asking for a conviction, asserted that the novel contained "matter tending to corrupt the morals of youth."—United Press.

PEACE AMBASSADOR

Viscount D'Abernon's Diary

"Not merely a good book—it is a great book" is the verdict pronounced by the "Spectator" upon the first instalment of the diary kept by Viscount D'Abernon during his six years' occupancy of the Berlin Embassy. In the introduction to "An Ambassador of Peace" its author states clearly the problem which confronted Europe during the years immediately following the signature of the Treaty of Versailles. There were two alternative policies. "Either," says Lord D'Abernon, "Germany could be regarded as a permanent enemy against whom the forces which were allied in the Great War must be kept ranged in serried ranks armed cap-a-pie, and maintained in wakeful suspicion by a continuance of war propaganda and war recrimination, or an attempt had to be made to include Germany in the Western European group. From the moment of his appointment our representative in Berlin set himself deliberately to lay the foundation for the carrying out of the second of these policies.

In this volume he relates the story of the first part of the difficult process of reconciliation, covering the period from the Spa Conference of 1920 to the Genoa Conference of 1922. The history of the negotiations is related with discretion and good taste, yet, with a frankness that is rare in diplomatic memoirs, at any rate when concerned with affairs of such recent occurrence. Much of the interest and value of the book lies in its acute analyses of the character and temperament of the leading statesmen, British and foreign, who took part in these conferences. What could be more keenly observed, for instance, than this comment on the methods of Mr. Lloyd George? "Experience," Lord D'Abernon tells us, "had taught him that no international conference reaches its goal without at least one serious crisis; he therefore precipitated the crisis early in the proceedings in order to get through with it."



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Hankow.



SUICIDE AT DINNER PARTY

A verdict of suicide while of un-sound mind was returned at the inquest, at Paddington, on the death of Mrs. Honoria Gordon, niece of Lord Ruthven. Deceased was the wife of a retired Army officer, Captain Charles Gordon, whom she first met in Kenya Colony. Mrs. Gordon was married three times and Captain Gordon was previously married to Lady Idina Wallace, now the Countess of Erroll, a noted Society beauty, who was also married three times. The Gordons were at a dinner party at a friend's flat at Baywater when Mrs. Gordon left the dinner table, ostensibly to use the telephone. Two shots were heard, and Captain Gordon found his wife shot dead through the heart with a friend's revolver. The evidence showed that she suffered from nervous storms and had previously threatened to commit suicide.

Expensive Kisses

The solicitor for the defence suggested that William John, a retired merchant from India, lost his head while suffering from temporary mental aberration, when his client was prosecuted at the Marylebone Police Court for twice kissing a pretty young woman sent to his house to repair a sewing machine. John said that he supposed he was carried away for a moment. The Magistrate, in fining him £2, said he would have dealt with the defendant more severely if he had not been honest and admitted it from the first.

Victory for Feminists

The Feminists have gained a notable victory by the Manchester City Council's decision to throw open the post of Assistant Inspector of Education to women at the same rate of pay as men. In the course of the debate a woman councillor argued that women had the detailed mind necessary for the post, and were moreover, not so susceptible to a pair of sparkling eyes as a man.

"Talkie" Films

For the first time in the history of company meetings, a chairman's speech was delivered by "talkie" film. The meeting was that of the New Era National Film Company, and the chairman Mr. Ernest Gordon Craig. The meeting was original from the beginning. It was held in a theatre—the Scala. A musical prelude preceded it. The chairman spoke surrounded by palms and flowers. He said: "Talkies are about to revolutionize our industry. . . . In a short measure of time—one, or even two, years—silent pictures will be as out-of-date as the horse-drawn bus. . . . Actions speak louder than words. I am about to introduce my substitute." At that point the stage was "blacked out," and the chairman's picture reappeared on a film screen three times as large as life. It was his substitute continuing the speech. The speech described the system by which it was done, and referred to portable talking pictures which could be installed in any cinema in a few hours instead of the days or weeks taken for other systems. "Even the use of our

system in the future by ultra-nervous chairmen may be a source of revenue to us," it was added. The speech ended, and a smaller, but real, Mr. Craig answered shareholders' questions.

Television Experiments

The Postmaster-General (Sir William Mitchell-Thomson), in a letter to the Baird Television Company, Ltd., dealing with Mr. J. L. Baird's synchronisation of the human voice in his television experiments conducted over a distance of three-quarters of a mile in London in September, said that the demonstration showed that the apparatus was capable of reproducing recognisably the features and movements of persons posed for that purpose. Evidently it was impracticable at present to reproduce simultaneously more than two or three persons or to exhibit any scene which could not be staged within a space of a few feet in close proximity to the transmitter, and therefore he did not consider that television had developed sufficiently to justify its inclusion in broadcasting programmes. The Minister added that he considered it a noteworthy scientific achievement and he was anxious that facilities should be afforded for progressive experiments. Therefore, he had approved of the use of one of the Broadcasting Corporation's stations outside broadcasting hours. He emphasised that in granting facilities for the experiments neither he nor the Broadcasting Corporation would accept responsibility for the results obtained.

Petticoat Lane

"Petticoat Lane," London's most famous open-air Sunday market, may disappear in the changes that are taking place in the congested area between Houndsditch and Middlesex Street, which is the real name of the "Lane." Here the City Corporation have put up new blocks

of flats to which the overcrowded inhabitants are flocking. An area about three acres in extent, which comprised Ellison Street, Providence Place, Hutchison Street, and Hutchison Avenue, as well as the old New Street, is now cleared and awaiting plans for rebuilding. It is probable that part of this site will be occupied by a new cold storage building for the Port of London Authority, and the rest may become an open space for the benefit of the inhabitants of the new flats in Bearsted House and Dutton House, which now flank the new New Street. The new flats have set all Petticoat Lane agog. They are clean and bright, with four rooms, a kitchen, scullery, cupboards, electric light, gas fires, and all for 27s. 6d. a week. The shops below have given an entirely new tone to the "Lane," and old-established stall holders wonder what will become of the Sunday market at which many of them take hundreds of pounds.

Treasures from a Barn

Art treasures that have lain neglected under straw in a disused barn are included in an exhibition of ancient and medieval Indian sculpture in London. The exhibits, about sixty in number, are worth certainly not less than £50,000, although their value is only approximately calculable. They are shown at the Great Russell Street gallery of Mr. Edward Goldston, the Bloomsbury bookseller and provide one of the principal artistic sensations of the year. Such a collection of Indian sculpture is without precedent, and is unlikely ever to be repeated. Experts who have seen them compare them, in excellence of design and execution, with the masterpieces of Greek sculpture. Museum authorities are anxious to secure at least some of the pieces for the nation. A leading American collector has however, already made Mr. Goldston an offer for the entire collection. "I have not yet accepted this offer," said Mr. Goldston to a "Daily Express" representative,

"and I am indeed, anxious to give the museums a fair opportunity of buying some of the exhibits. "The collecting of them has been an immense, personal labour, for I have undertaken their transport entirely myself." Mr. Goldston achieved fame three years ago by selling the Gutenberg Bible for more than £20,000 to Dr. Rosenbach, the American dealer.

Peerage for Bernard Shaw!

A pleasant rumour is going around that if the Socialist Party comes into power, Mr. Ramsay MacDonald will recommend a peerage for George Bernard Shaw. Mr. Shaw, when asked if he believed the rumour, smiled complacently, and with his accustomed candour replied, "A very sensible suggestion; but he has not yet said anything to me about it." The spectacle of "G.B.S." in the House of Lords would be a refreshing one. It requires but little imagination to see the horror-stricken faces of our representative noblemen on hearing the bad news, or their continual apprehension whenever the venerable figure of their new colleague rose from his seat. There will be little sleep in the House of Lords if Mr. Shaw is planted there. Meanwhile, he watches with the same complacency the upward trend in value of first editions of his works. American collectors will be in the forefront of the bidding at Hodgson's auction rooms when a number of "firsts" come up for sale. They include "The Quintessence of Ibsenism," (1891), "Widower's Houses," (1893), and "Plays Pleasant and Unpleasant," (1898). The last Shaw quotations on the book market were very gratifying to Mr. Shaw. A first edition of "Man and Superman," (1903), which he presented to the late Mr. A. B. Walkley, the critic, fetched £280 at Sotheby's. Previously, such works as "Plays Pleasant and Unpleasant" touched the high watermark at £68.

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How Hong Kong prepared to receive a Royal visitor, H.R.H. the Duke of Gloucester is described in this week's "Overland China Mail," the only illustrated weekly budget of "local" and "China" news published in Hong Kong.

Accounts of St. George's Day observances, synchronising with H.M. the King's message to his people and other sympathisers all over the world appear in the "Overland."

Other items of outstanding interest include the relief of Britons and other foreigners at the up-country port of Changteh by the Royal Navy, the commencement of the civil action in which the Hong Kong Government sues the Hong Kong & Shanghai Banking Corporation, and the re-occurrence of piracy in the neighbouring province of Kwangtung.

The pictures are of a high standard and the weekly art supplement, published every Saturday, which is maintained in conjunction with the pioneer service of the Colony, and which has proved so popular, is annexed to the "Overland China Mail."

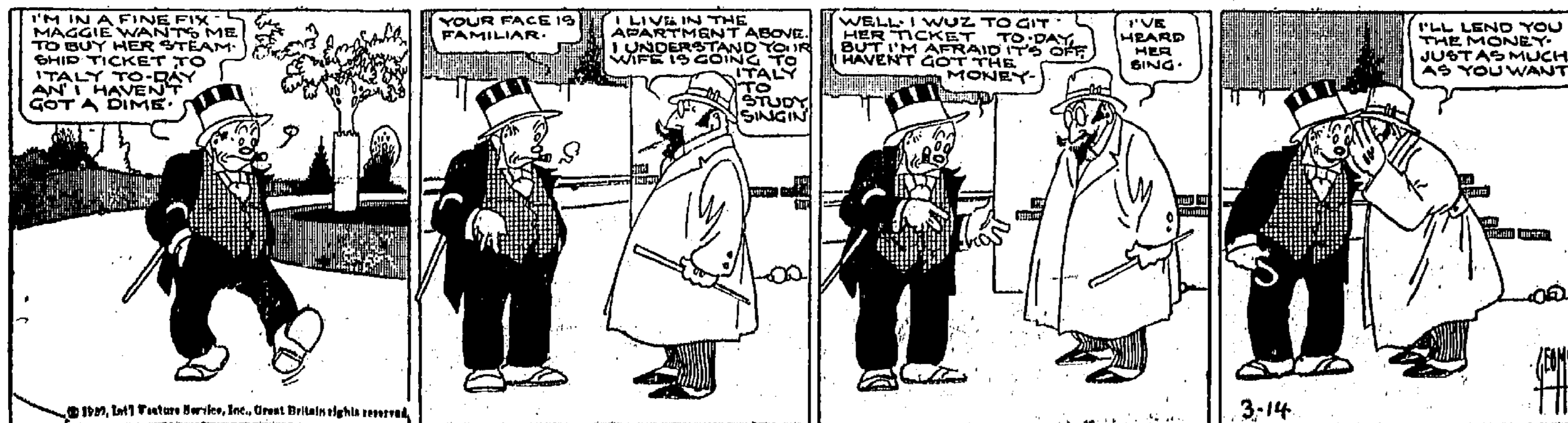
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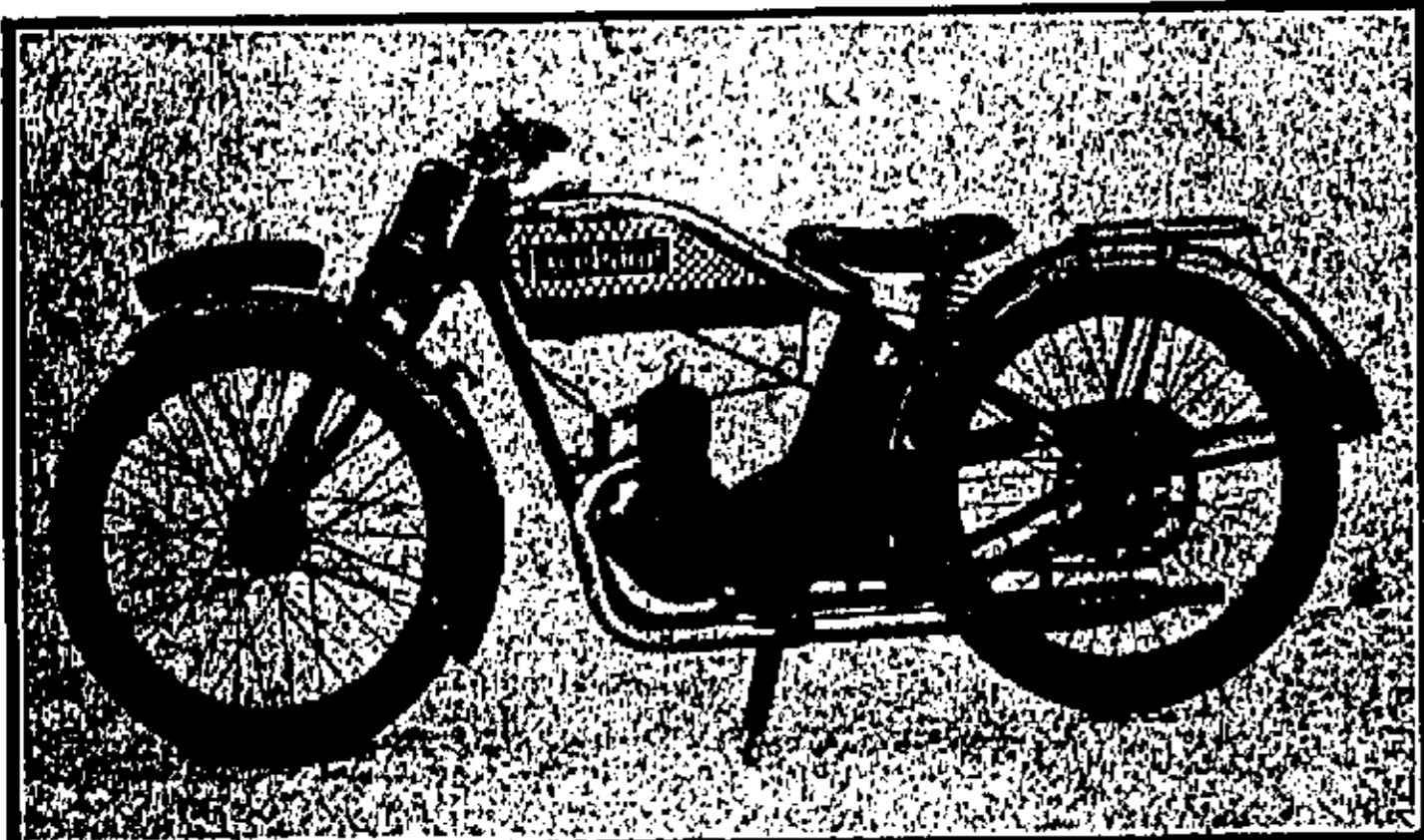
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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

British Vehicles for South America

The South American Distributors of the Associated Equipment Co., Limited, Messrs. Agar, Cross & Co., Ltd., of Paseo Colon, Buenos Aires, have recently placed a further order for 22 model "426" chassis (ACLO 35-50 h.p.) and five ACLO 45 h.p. model "506" chassis. The Associated Equipment Company's "ACLO" chassis has during the past three years become widely known on the South American Continent, which has resulted in very marked increases of sales yearly. ACLO is the registered Trade Mark for the products of the Associated Equipment Co. sold in South America and Company.

The Invincible

During the recent storm in the Wairarapa and Wellington districts of New Zealand the main roads became impassable and practically all traffic was held up for several days. The Wellington owner of a 1928 Singer Senior was on a visit to Carterton, on the Wairarapa plains, and was in danger of being marooned for the week-end, but he decided to chance getting stuck in the floods. Service cars (the New Zealand equivalent to motor coaches or buses) had long ceased running and the Singer several times was in water over the headlamps, the water once or twice penetrating to the floor boards round the driver's feet. In one part a workman wading up to his waist directed the way and the Singer got through with slight clutch slip and trouble with the generator next day.

Showing What It Can Do

Adverse comment has often been made upon the fact that British motor manufacturing concerns do not sufficiently demonstrate what their cars can do in Overseas countries. A gesture which indicates that criticism on this basis will no longer hold good has been made by Rolls-Royce, Ltd., who are about to despatch to South Africa one of their famous New Phantom 40-50 h.p. chassis fitted with a Thrupp and Maberly Cabriolet de Villa body. This car, under the aegis of Rootes, Ltd., who handle the export of Rolls-Royce cars to that part of Africa in which the tour has been arranged, will make a run through all the principal towns from Cape Town to Johannesburg, and should have every opportunity of showing what the finest car in the world can do under really difficult conditions of travel. It is hoped that the tour will be extended to cover Southern Rhodesia and British East Africa. There are literally tens of thousands of motors in countries Overseas who hug the fallacy that the "Best Car in the World" was designed only for travelling on good roads. In point of fact the Rolls-Royce, particularly when it is united to bodywork boasting all the traditional quality of a British coach-builder of the highest repute, is par excellence a go-anywhere car, capable of dealing with the most strenuous conditions, and showing at the end of a long period of use so little depreciation that it is seen to be a really inexpensive car to operate.

Sign-Posts and Their Lack

Finding one's way across unknown country tends to demonstrate the fact that sign-posting in many parts of England is still very much below par, says "Motor Cycling." It varies extraordinarily between countries; one will be well marked, and then over the border one meets but few sign-posts, and most of them completely useless. Here and there the A.A. has supplied the deficiency, although why that association should shoulder what should be a public burden I do not quite know, but that is mostly in the towns, and it is outside them that the wayfarer is most likely to find himself tied in a knot. In time, one supposes, sign-posting will be more or less uniform throughout the country. The Ministry of Transport could do a lot worse than hasten whatever steps it may be taking to bring about this end.

New Zealand's Choice

The large number of different governments and municipal departments who make use of motor vehicles sometimes comes as a surprise to the man in the street. A typical instance is found in New Zealand, where motor vehicles are used by the Postal and Telegraph Department, the Parcels and Mails Department, the Engineering Department, the Public Works Department, the Health Department, the Mental Hospital Department, etc. The latest New Zealand Government order which has recently been received at the Albion factory in Glasgow is for a special four-ton vehicle fitted with winch gear for the Postal and Telegraph Department.

Orders for Thornycrofts

The opening days of the New Year brought a big influx of orders for various types of Thornycroft motor vehicles including a contract from the War Office for 21 three-ton four-cylinder rigid six-wheelers, and two three-ton six-cylinder rigid six-wheelers, also from the London and North Eastern Railway for 11 30-cwt. chassis and from the Great Western Railway for 12 20-seater omnibus chassis. Other orders were placed for one or more vehicles by other users, and orders from overseas call for shipments to India, Singapore, South America, China, South Africa and Norway.

A Carrier's Enterprise

Transport contractors who set out to establish transport services from Australian cities to up-country districts have a difficult problem to face, owing to the severe road conditions, but this problem has been solved by Mr. A. N. White, of Sydney, who is running a service from that city to Forbes, a distance of practically 300 miles up-country. Mr. White uses for this work a 30-45 h.p. Albion rigid six-wheel lorry, and as the return journey takes some four days, a special cab containing a bunk for the driver is fitted to this vehicle. The driver is therefore independent as far as sleeping accommodation is concerned. It is interesting to note that the route from Sydney to Forbes is right across the Blue Mountains, which rise to heights of over 4,000 feet.

Austins in Australia

Mr. M. C. Lawson has completed a 6,000 miles' journey twice across Australia, in less than four weeks. Of this distance over 1,000 miles were through desert country. A sandstorm of great intensity was encountered, which caused the drifting sand to choke the carburettor and literally cover the car, penetrating even into the suit cases in the rear compartment. In a "sealed bonnet" test, extending over three days—Sydney to Melbourne and return, about 1,150 miles—an Austin Seven, which was the smallest car entered in the contest, secured maximum points, averaging over 50 miles to the gallon. Another Australian letter tells that Mr. J. Clint, of Orange, New South Wales, gave up using a big car of other than British make for his work as contractor for Post Office mail transport, and substituted an Austin Seven, which gets

through the treacherous muddy roads with facility, and saves money on running costs.

New Zealand Buys British

The North Canterbury Power Board, Christchurch, New Zealand, has equipped its outdoor travellers with Singer Juniors and has given repeat orders.

"Some" Praise

The Star Motor Co., Ltd., have received a letter from the owner of an 18/50 h.p. six-cylinder Star car who is taking it out to New Zealand, in which he recounts his experiences in America. The car attracted much attention and admiration in the United States, particularly in Philadelphia. One garage owner refused payment for garaging. "No," he said, "I think it an honour to have a car like this in my garage." Another comment was: "She's a dandy motor, and sure built."

Tyred Vehicles

Westminster City Council carried a recommendation by their Traffic Committee to urge the Minister of Transport to consider the advisability of requiring all mechanically propelled vehicles in Greater London to be provided with pneumatic tyres. A reference back was lost. Councillor F. G. Ridler thought that this would be no remedy for accidents, though it might prevent damage to roads and buildings. Considering that fatal street accidents in Greater London had nearly doubled since 1918, and that the number of persons injured had more than trebled in that time, this side of the question should be considered. Councillor Mrs. Ridley Smith said that pneumatic tyres only meant quicker movement, whereas what was wanted was to slow down London traffic.

EXCESSIVE HOURS

Considering the great responsibility which rests upon the driver of a coach or bus, both from the point of view of the safety of his own passengers and that of other users of the road, the hours per day worked are, in a great number of instances, far too many.

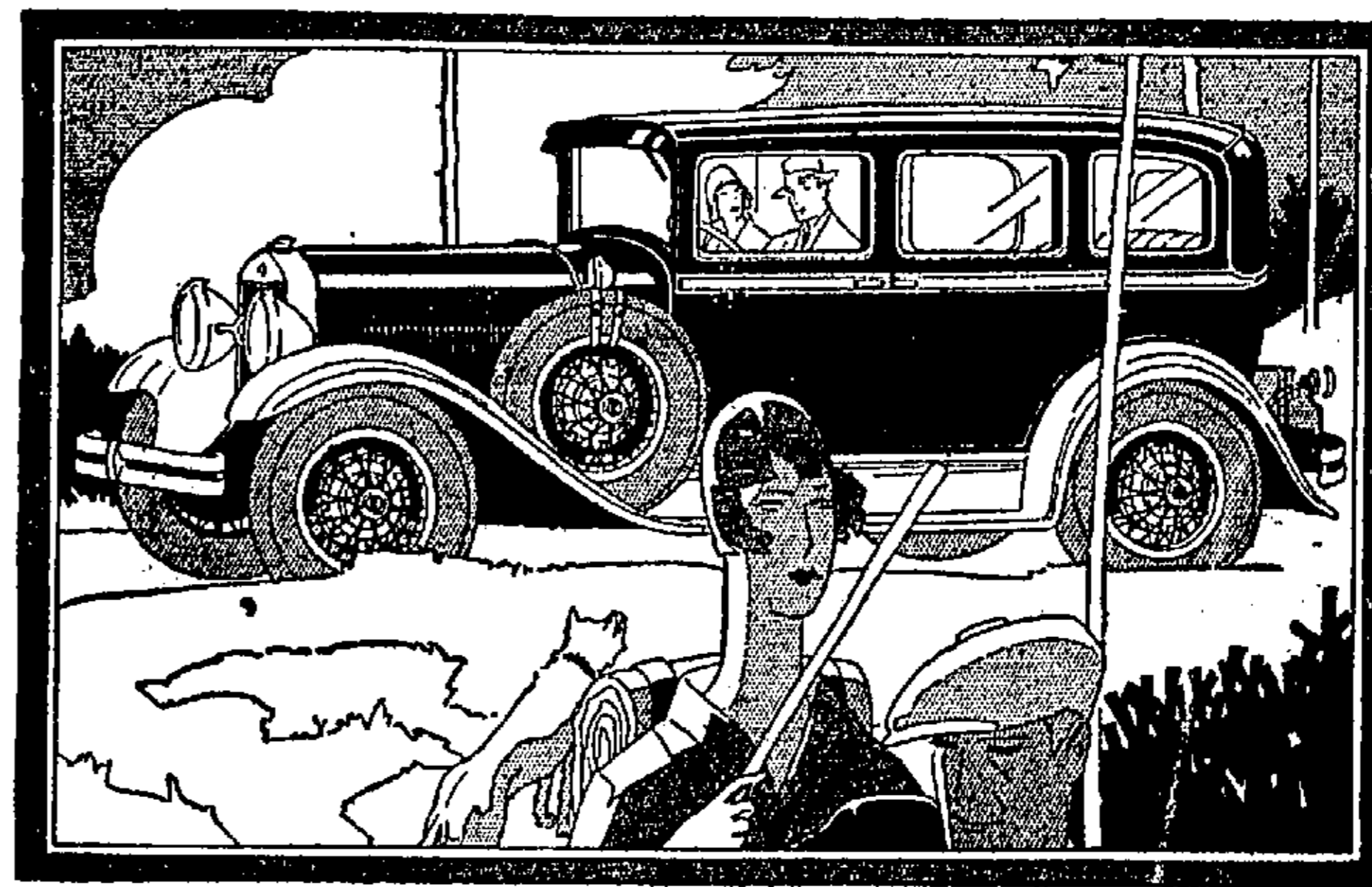
We quite realise, says "The Commercial Motor," that, so far as the coaching industry is concerned, the trade is, to a great extent, a seasonal one. It is necessary to pick the plums while they are ripe, and, for this reason, vehicles which may be idle all the winter are working practically night and day during the spring and summer months. The human being, however, is not a piece of mechanism; he is not capable of working in this manner, although, apparently, he is sometimes expected to do so.

We know of instances where one driver has had to make two return journeys between London and Bournemouth as his "day's" work. Admittedly, the modern coach is much easier to drive than the older classes of vehicle, but how many people would like to drive even a private car—without the same responsibility—for journeys such as this?

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or 'Phone C. 4641.

Another year of triumph for Studebaker's ERSKINE SIX



STUDEBAKER'S NEW ERSKINE SIX ROYAL SEDAN — Six wire wheels and folding luggage grid included.

LAST YEAR motorists invested more than £7,000,000 in new Erskine Sixes! Thus the world enthusiastically approves this Studebaker car which won the championship of its low priced class by racing 1,000 miles in 984 minutes. This steadily growing popularity is proof of the desirability of a high quality six at moderate cost, built to Studebaker's quality standards. A family car with the roomy, hydraulically cushioned comfort of expensive automobiles. Studebaker's engineering genius gave the thrill and satisfaction of championship performance to this Erskine, noted for its economy of petrol and lubricant. Come see the beauty of this new Erskine Six—and see the Studebaker-built champion car you will want to own.

A stock model Erskine Six Royal Sedan, as illustrated above... recently defeated a field of 120 American and Continental cars in a difficult 1103-kilometer run between Warsaw and Lodz, Poland. This competition was supervised by the Automobile Club of Lodz.

Studebaker's Four Lines
[Studebaker builds four great lines of cars—The Touring Eight (20,000 miles in 24,000 minutes); The Commander, Sixt; The Director (2000 miles in 4761 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.]

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

A THIRD HAND?

Direction Indicator For Motorists

LOCAL POLICE APPROVES

Hand signalling would meet every requirement of the motorists if he had three hands and if it never grew dark.

It is when you have to steer with one hand, change gear with the other, that you will find how difficult, nay impossible, to indicate to the policeman which way you want to go. You then realize that two hands are not sufficient.

Then, again, in the dark you realize how futile it is to thrust out a hand which cannot be seen. It is an invention to be seen with down and thrust out hands in wet weather, it is another convenience for the driver and the passengers, specially in saloons.

Hand signalling certainly does not meet every case motorists need something more, something definite. They need a simple and reliable direction indicator, which will function on the instant and never give cause for complaint. Also an indicator which can be seen at night.

The essential function of the indicator must be to the motorists a third hand. It must act quickly and efficiently. It must fulfil its purpose under all conditions and there must be no doubt about its effectiveness.

The B. & S. Everyway Indicator works in a simple way. It is the best signalling device on the market, and the local Police have approved it. Before long we may see that every car in the Colony will be equipped with one.

What It Is

Its construction is very simple consisting of an aluminum arrow with two colored windows. Illuminated when in a signal position only by an electric bulb inside.

It is operated with a dial-like movement and is capable of indicating every direction to the front and all necessary directions to the rear, and is controlled by a single lever in a convenient position inside the car.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

The movement of the lever and the arrow are synchronized so that the motorist does not need to look where the arrow is pointing. If the control lever is up so is the arrow. The lever and the arrow must work together and there is nothing to get out of order. The lever automatically stops at each signalling position. Immediately the arrow comes to a direction position it is illuminated by a positively operated switch which is also designed to give free service.

Water, Rust and Dirt Proof

The arrow and exterior parts are made of aluminum and are waterproof, rust proof and dirt proof. The arrow can be quickly taken apart to allow a new bulb to be fitted when that becomes necessary. The bulb is lighted from the car battery or a separate battery as desired. All cables are totally enclosed and do not move at all. Only the arrow and control lever move, there is therefore no fear of fracture or failure. The arrow fitting attaches to the top of the windshield, side pillar and in a position slightly in front of the windshield. This gives it an air stream prominence.

When desired a mirror can be combined with the fitting so during away with too many attachments, but an ordinary mirror can be fitted without in any way interfering with the indicator or obstructing the driver's vision.

The whole contrivance is won't be simple and lasts as long as the car, there is nothing to go wrong and moving parts are absolutely a minimum necessary for such a device.

You can get a B. & S. Everyway Indicator equipped at the Republic Motor Company 32, Des Voeux Road Central.

AN INSPECTION

Oldsmobile Factories in U.S.A.

Indicative of the popular interest in automobiles is the large number of persons who yearly visit the automobile factories and spend hours inspecting the intricate and efficient manufacturing methods employed. The industry has created a place in the popular mind unique in industrial history.

During recent months several thousands, mostly tourists and vacationists from all parts of the world, visited the Oldsmobile factories in Lansing, Mich. Each spent a minimum of two and one-half hours seeing first hand, how Oldsmobiles are built.

The visitors at the Oldsmobile plant represented Canada, England,

(Continued on Next Column.)

COMMERCIAL CAR

Difference in Layout of Brake System

A GREAT IMPROVEMENT

It is particularly interesting to study the striking difference which has occurred during the past few years in the layout of the braking system on the majority of our commercial chassis, and especially in connection with those utilizing four-wheel brakes.

Only a short time ago, states "The Commercial Motor," the systems were, in many cases, most complicated, involving several cross-shafts, relays, rocking levers and many types of compensating device—some extremely crude. The provision made for adjustment was often quite unsatisfactory, many almost inaccessible points had to be lubricated and the cross-shafts were mounted in straight and rigidly held bearings which caused binding when any considerable frame flexion occurred.

Now, in nearly every chassis, the layout includes a single cross-shaft of ample dimensions mounted in spherical bearings and with the front and rear rods running direct to the brake-opening cams, in most cases these rods being unbroken and having no relay levers.

Robot Traffic Controllers

Warning signals and mechanical traffic controlling devices are being adopted in increasing numbers all over the world, says "The Light Car and Cyclecar," in pointing out that even in Japan the point-duty constable is giving place to robot-traffic controllers. The most recent installation of this kind in England takes the form of a flashing beacon at a dangerous cross-roads on the Southend arterial road, whilst Coventry is one of a number of big cities employing electrical point duty "constables."

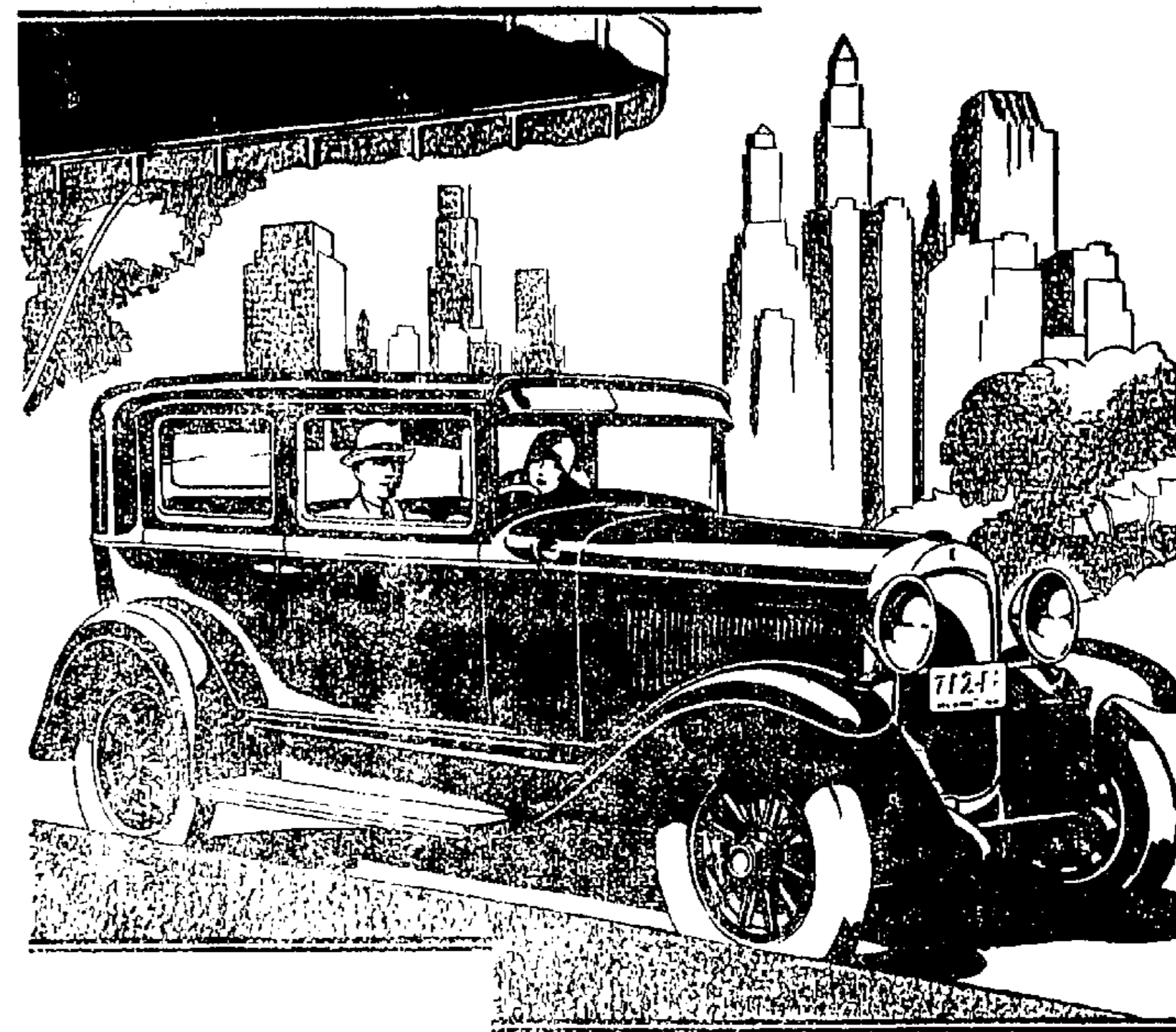
(Continued from previous Column.)

Scotland, Australia, and South Africa, South America and the Orient. Regardless of the location of their home all had a common interest in viewing the manufacturing methods which, by combining precision and quantity production, have brought automobiles within the reach of all.

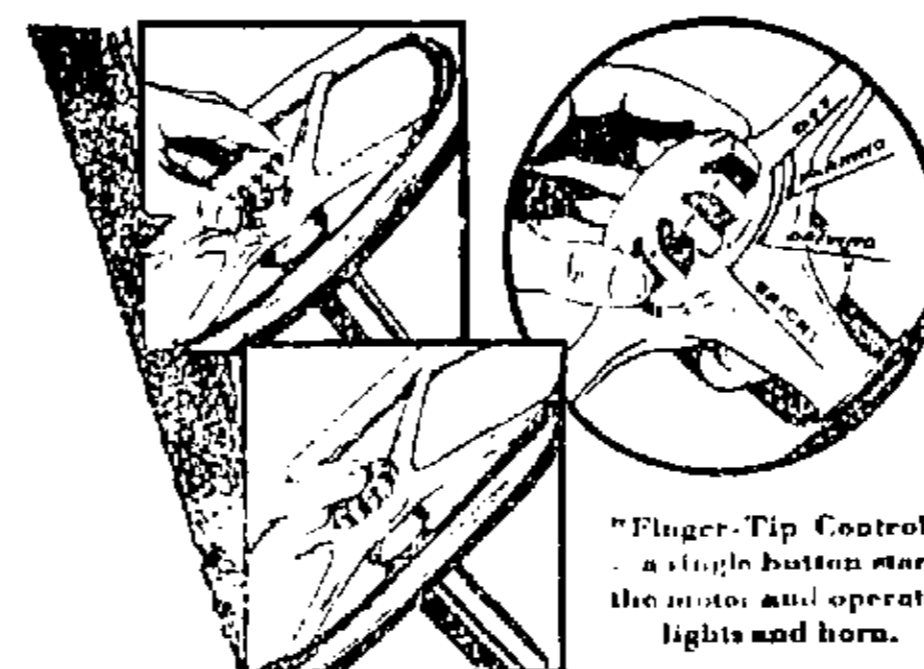
The many inspection operations, in which micrometer indicators are used to measure as fine as a ten-thousandth of an inch, vied with the giant presses and grinding machines in public interest. The assembly lines, where each part, large and small, is fitted into its preordained niche also proved popular with the visitors.

TOURER ... \$1,590
ROADSTER ... \$1,695
COACH ... \$1,950

COUPE ... \$1,950
SEDAN ... \$2,080



The New
SUPERIOR WHIPPET SIX
..... has a wealth
of costly car features



"Finger-Tip Control"—a single button starts the motor and operates lights and horn.

LOWER COST OF OPERATION

THE NEW
SUPERIOR

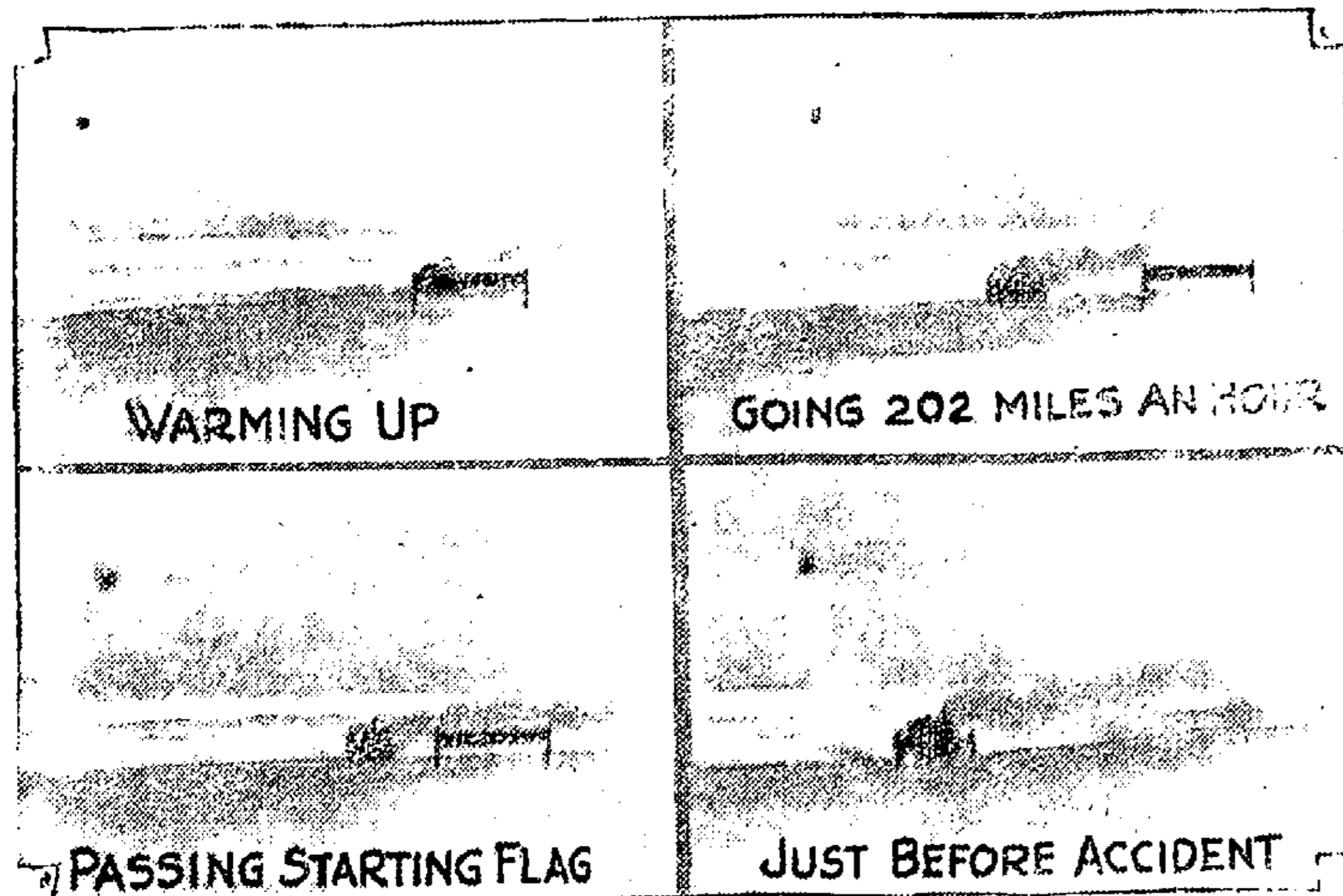
WHIPPET 6
(All prices and specifications subject to change without notice.)

Agents:
Messrs. Gilman & Co., Ltd.
Telephone C. 290.
4A Des Voeux Road, Central.

Garage and Service Station:
Messrs. Duro Motor Co., Ltd.
Telephone K. 226.
123 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS

Camera Record of Last Race of Courageous Mechanic



Four remarkable photos made by Charles Traub, the courageous cameraman who lost his life when he stationed himself at the highest vantage point of the Daytona Beach, Fla., race course—directly in the tracks of the fatal Bible car!

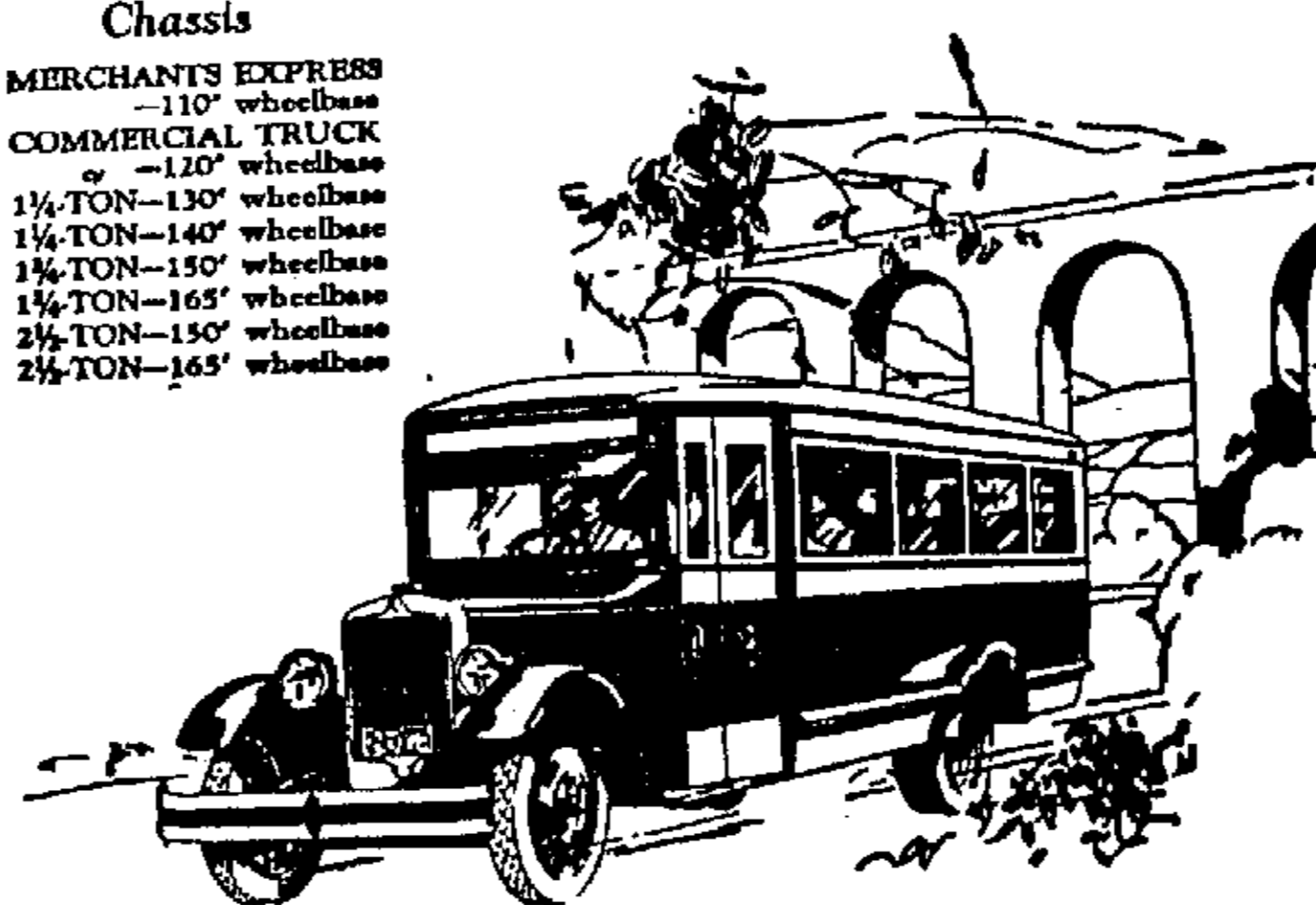


With the eternal confidence of youth, Lee Bible smilingly stepped into race, little dreaming that the grim spectre of death stalked in its wake. Charles Traub, Pathé News cameraman, poised to "shoot" one of the struck and instantly killed by the fatal speed car.

his triplex car just before the. Fate dealt a double blow when best pictures of his career, was

IMPORTANT ANNOUNCEMENT.

Chassis
MERCHANTS EXPRESS
110" wheelbase
COMMERCIAL TRUCK
110" wheelbase
1 1/2-TON-130" wheelbase
1 1/2-TON-140" wheelbase
1 1/2-TON-150" wheelbase
1 1/2-TON-165" wheelbase
2 1/2-TON-165" wheelbase



GRAHAM BROTHERS TRUCKS AND BUSES

WILL IN FUTURE TAKE THE NAME OF THEIR MAKERS

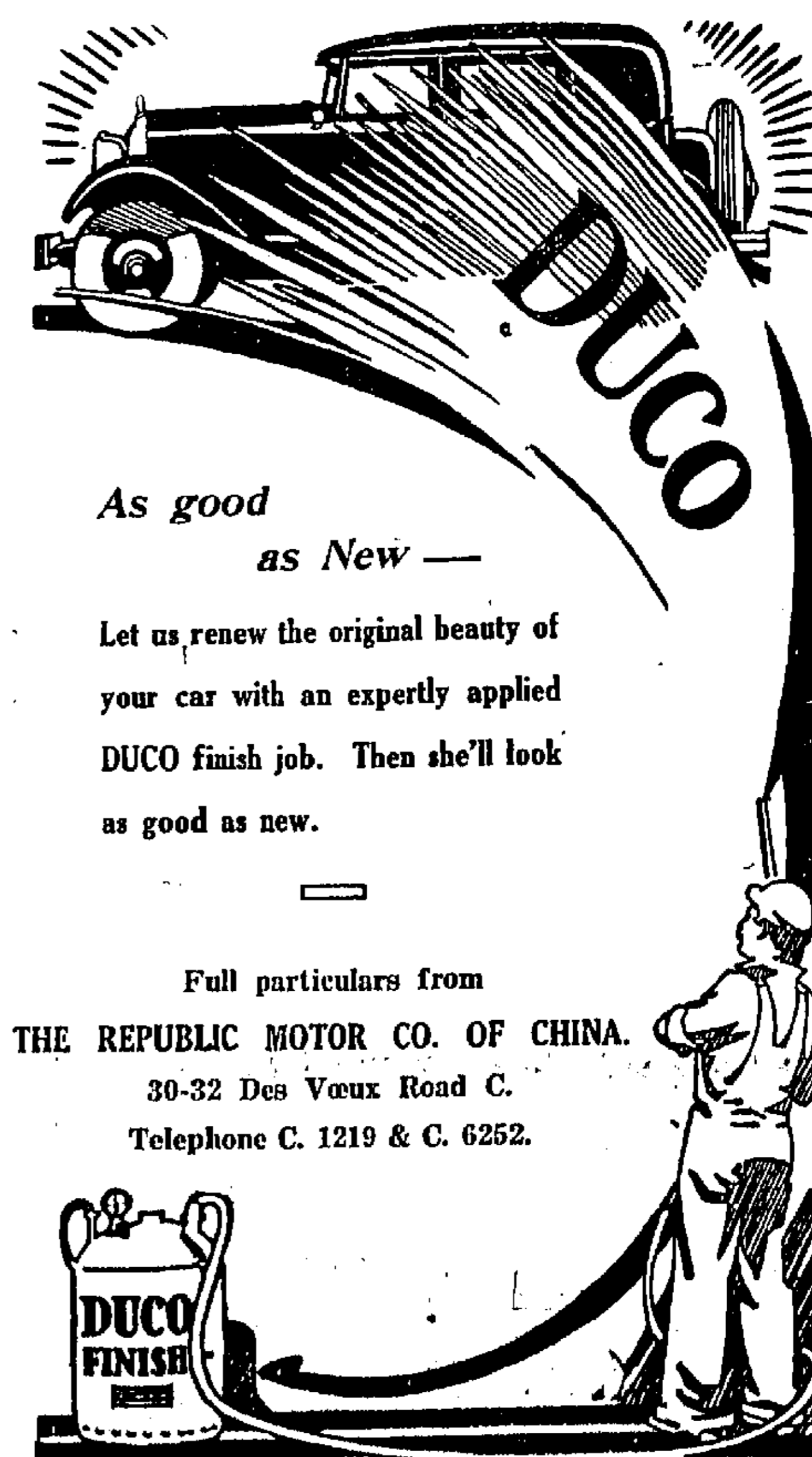
DODGE BROTHERS.

The first shipment of trucks bearing the new name has arrived and may be seen at our showroom.

Trial Cordially Invited

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,
Telephone C. 5644.



As good
as New—

Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.



CAR INDUSTRY

Flourishing Conditions
in Canada

RECORDS SURPASSED

The flourishing condition of the automobile industry in Canada during the calendar year 1928 is reflected in figures just issued by the Dominion Bureau of Statistics which show that production of automobiles during that period reached a new record of 242,382 cars having a sales value of \$1,161,825,338. This output was 18 per cent. greater in number and 24 per cent. higher in value than in 1926, the next best year, when 204,727 cars valued at \$1,222,629,637 were made. In 1927, the Bureau points out, production totalled 179,054 cars valued at \$1,115,904,228.

Highest on Record

Compared with data for the previous year, figures for 1928 show that the number of cars made available for use in Canada was the highest on record, and that the number of cars imported and the number exported also reached new high levels. Imports for the year totalled 47,408 cars, an increase of 29 per cent. over the corresponding figure of 36,630 cars in 1927, and exports numbered 79,856 cars or 38 per cent. more than the total of 57,852 cars shipped in the previous year.

Great Increase

The apparent consumption of motor cars in Canada in 1928 was 210,035, a figure which compares with 157,832 cars in 1927 and 158,577 cars for 1926. During the year under review one new car was made available for every 46 persons in the Dominion. Registration statistics, the Bureau points out, are not yet available for 1928 but in 1927 they show that one car was in use for every 10 persons in Canada.

MOTOR-CYCLES

British Acknowledged
As Best

All the world acknowledges that the British motor-cycle is the best. It is also a fact that the success of the British motor-cycle industry must depend on exports.

Our vast factories can produce far more machines than are required in Britain alone, and unless we can find an extensive overseas outlet, production must be hampered and retail prices, therefore, increased. Happily, there is every indication that the export trade is in a healthy condition.

One of the largest Swedish firms, for instance, who previously handled a well-known American make only, have just placed contracts for a large supply of British Dunell machines, two-stroke and four-stroke.

Though Sweden's population is small, it is an excellent market, for its inhabitants are enthusiastic motor-cyclists.

Many of them own motor-cycles in addition to cars, and ride their two wheelers for both business and pleasure.

The road surface there are generally bad, and for a machine to be successful it must be very sturdily built.

Before placing their orders for Dunells, the dealers there subjected them to extremely severe tests extending over a number of months. The British machines emerged successfully in every way.

CORRESPONDENCE

Motoring in Hong
Kong

(To the Editor of "Sunday Herald.")

Sir, The motoring problem in Hong Kong, as in all places where East and West, 19th century and 20th century rub shoulders, as it were, is admittedly a very difficult one.

Still, with energetic and constructive assistance on the part of the authorities great improvements could be rapidly effected.

It should be realized that the manipulation of a car, (as apart from the mere guiding of it, which is easy in traffic, on hills, at crossings, is by no means the simple matter, except to the expert, that it appears to the man who has never sat behind a wheel and all rules and regulations should be designed, and executed with the fact in mind.

(1) Confusing, irritating and worrying signals like the blinking beacon and Garden Road roulette whirling should be replaced by something useful, helpful and sensible.

(2) Traffic policemen should work in short shifts so as to be fresh and alert to anticipate, rather than have to be awakened to their duties, giving in all cases the right of way to uphill traffic, so saving gear changing and subsequent long, noisy, vexatious pulls in low. As worked at present, these signals, while they may prevent accidents, are a great hindrance to the free, smooth and even flow of traffic.

(3) Considering the tortuous and hilly nature of Hong Kong roads, it should be reckoned a very serious offence for noisy, heavy, lumbering trucks and buses to hold the crown of the road against all attempts of an overtaking vehicle to pass. Non-use of the horns should be punishable. Attention to important details like these, rather than to pernickies like touting, would soon cause a vast improvement.

Yours, etc.,

"Epitaph"

NICE DISTINCTION

Motorist "Mechanically
Drunk"

The art of euphemism and the ability to express a fine shade of meaning are generally regarded as the prerogatives of diplomats, politicians, poets and writers of fiction. It is amusing to find a police surgeon, in the humdrum course of his work, choosing his words with that inclination, care which he would display with his knife in the operating theatre.

Giving his considered opinion at R. v. Dunn, a case of a motorist charged with being drunk in charge of a car, the police surgeon announced: "He was not socially intoxicated, but mechanically drunk." The phrase must have gone far to soothe the feelings of the convicted man, who was ordered to pay £20. Indeed, it was quite worth while paying the small sum for the privilege of going down to history as the person to inspire so delightful a verbal distinction. Had he been "socially intoxicated," one can merely tremble at the fate which might have overtaken him. "Mechanically drunk," it is evident, describes a far less heinous offence, and will swiftly become a term to conjure with by those unfortunate motorists who slip or stagger into the arms of the law. — "Morning Post."

TRAFFIC REFORM

Mechanical Recording of
Noises

R.A.F. SUGGESTIONS

A new "legal code of the road" was recommended by the Royal Automobile Club in submitting prepared evidence to the Royal Commission on Traffic at the House of Lords.

"It is essential that drivers should disclose in advance their intended movements to the traffic behind by signalling," the R.A.C. urged. "At present this is governed by custom, but the custom should be reinforced by inclusion in an official and legal code."

"As between drunken drivers of motorcars and drunken drivers of horse vehicles the law is different. It should be the same, as the consequences in either case can be far-reaching."

"The custom of driving on the left should be made a legal obligation."

Standard Signs

"Should special regulations be introduced to distinguish between dangerous driving and careless driving, then such regulations should apply to all vehicles."

"We suggest, further, that a central body should be created to standardise all such matters as guide-posts, direction signs, code of conduct on the road, white lines, etc."

"At present these differ in different parts of the country. Some of the old-fashioned signs are no longer effective."

"The Club opposes compulsory third-party insurance, because compulsory insurance of car drivers only is tantamount to proclaiming motorists as always the offenders, and saying that they should always pay, and that in advance."

"Examination in ability to drive in the technical sense is useless as an index to ability to drive safely on the road. This is almost entirely conditioned by road sense, and that can only be cultivated by experiencing the use of the road."

Speed Limit Opposed

"In the matter of noise the Ministry of Transport should be empowered to produce instruments to record the magnitude of noise emitted by a vehicle."

"At present evidence of noise rests on the evidence of witness. This should be replaced by mechanical recording."

"Any general speed limit for motorcars is objectionable. Speed is entirely a good to be sought, and any legislation should be directed against the attendant circumstances when they are evil."

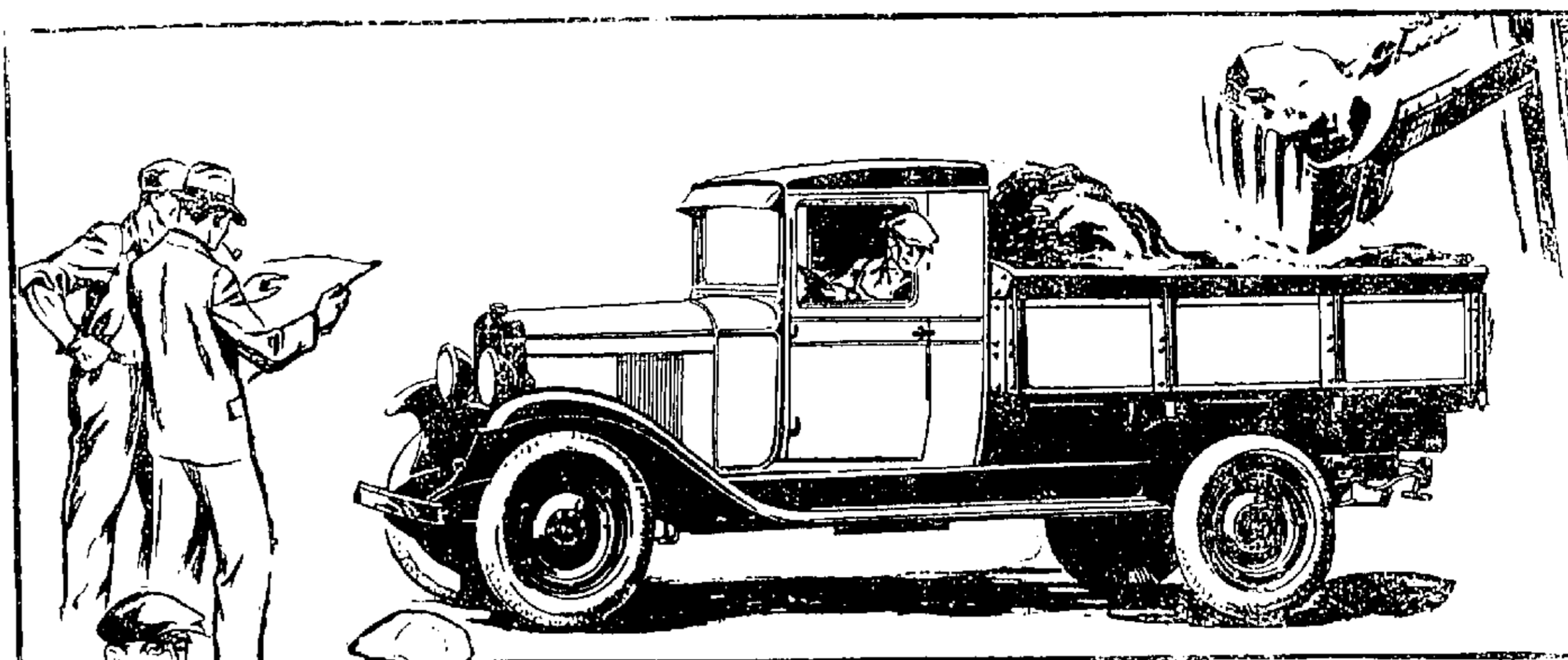
COMFORT IN THE SADDLE

The best riding position is, of course, only to be found by experiment and equally true is the fact, says "Motor Cycling," that a number of motorcyclists, on taking delivery of a new mount, proceed to ride it without making any attempt to improve their comfort or the controllability of the machine.

All long-distance speedmen spend quite a considerable amount of time in adjusting handlebars, footrests, knee-grips and saddles, with a view to their personal comfort, for in a long, gruelling event, even the smallest details, which at the beginning of a ride rank only as negligible discomforts or maybe, do not at first give any evidence of themselves whatsoever, become magnified out of all proportion after a few

THE WORLD'S FAVOURITE TRUCK.

Chevrolet has grown to be the world's greatest producer of trucks by mere chance or accident. Its leadership is due to giving truck buyers the best combination of the Ten Things a Truck Should Have.



Day after day, month after month, the sun is always rising on Chevrolet trucks in every country of the world hauling wide and varied kinds of merchandise with unfailing dependability. Whether in China or Chile, Sweden or Australia, Chevrolet trucks are rendering their owners the type of performance that assures a profitable investment for the owner.

You know the Ten Truck Requirements — let us show you how Chevrolet best suits your particular need.

PRICE OF 1 1/2 TON CHASSIS COMPLETE

H.K. \$1,510.

for Economical Transportation



A Six in the price range of the four

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.



READ THIS!—It will convince you of the
Reliability of Michelin Tyres.

One of our customers writes
..... No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them
..... I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre.....
Original of this letter can be seen at any time in our office upon application.

ALL SIZES IN STOCK.

A. GOEKE & CO., DISTRIBUTORS.

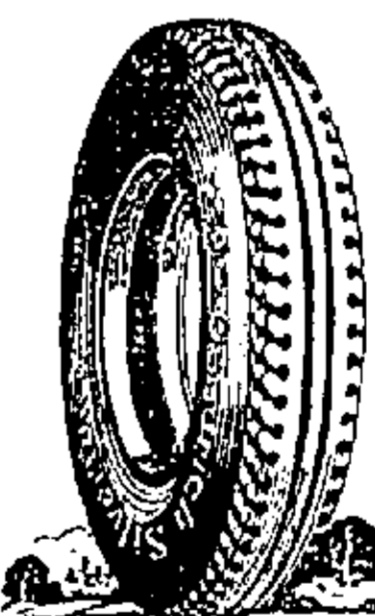
China Buildings (3rd Floor). Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

A mighty tough test of

Goodrich Silvertowns



Goodrich
Silvertowns

"Best in the Long Run"

Public buses can show you the facts about GOODRICH SILVERTOWNS. They give—

—added mileage, yielding more deliveries from a single set of tyres.

—continuous mileage, freed from trouble, which gets deliveries to customers on time

—sturdy mileage, caring little for rough going and heavy loads.

SOLE AGENTS:

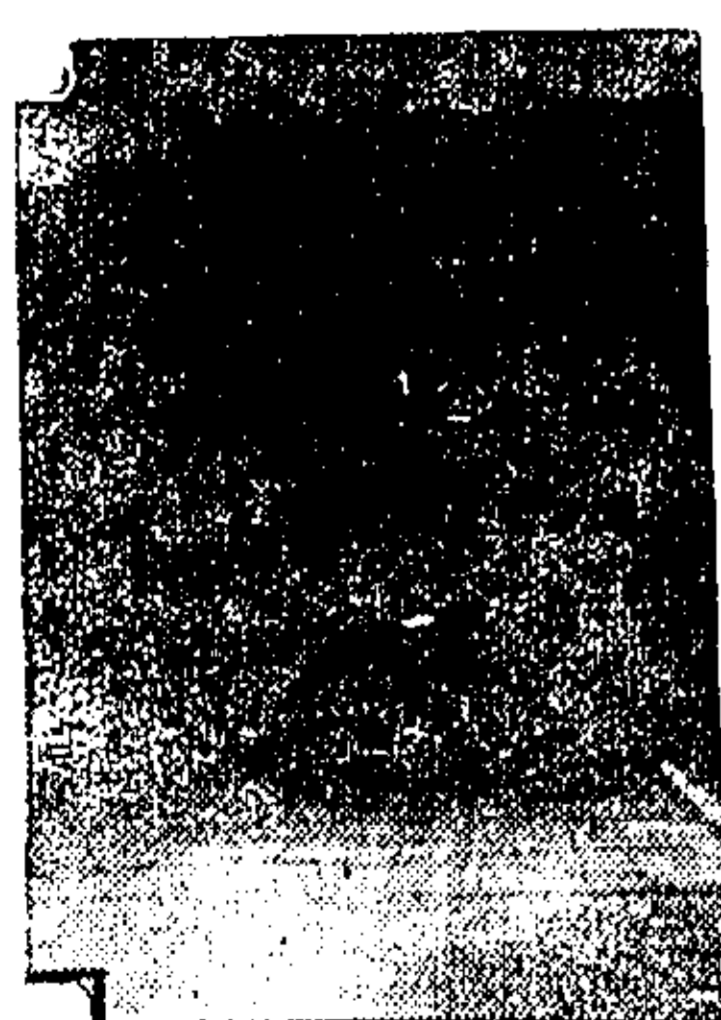
UNIVERSAL MOTOR & SUPPLY CO.

22, Queen's Road Central

Telephone No. C. 4915.

ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

Pedestrians Need Signal Lights



Man in dark clothing
No highway lighting
Headlights burning
Man not visible



Man in light clothing
No highway lighting
Headlights burning
Man barely visible



Man in dark clothing
With highway lighting
Headlights burning
Man clearly visible

After dark tests of street lighting specialists of the General Electric Company have determined that pedestrians are almost invisible to motorists upon unlighted roads, even with automobile headlights playing full upon them, unless the pedestrians wear white clothes. Now you can't wear white all the time, so your chances of being hit are good.

In the first of three experiments a man in dark clothes stood about a hundred feet in front of an automobile. The man could not be seen from the car and in the ordinary course of

events he would not be discovered by the motorist until the latter was so close to him that only a very sudden stop would prevent him from being run over.

In the second experiment a man wearing light-colored clothes and holding a white handkerchief stood at the same distance and could be made out in plenty of time for the automobilist to avoid him, and the white handkerchief was particularly easy to pick out.

In the third experiment the highway lights were turned on and the pedestrian, wearing dark clothes, was vividly revealed in silhouette against the flow of the lights.

The obvious conclusion reached by the lighting specialists was that in only two ways can a motorist discern pedestrians upon highways at a distance after dark. They can be seen if they wear light-colored clothes, preferably all-white clothes, or if the highway has adequate highway lights.

So when you're walking in the country either dress for the occasion or carry some convenient signal or other such as a red lantern or maybe a nice little white flag. It is getting so one can't walk around at night now without being nudged off the street by some jangling autoist, to buy a car and do your own nudging.

miles at high speed, and a rider's chances of success, if his position and comfort on the machine have not previously received his personal attention, may be very seriously jeopardized. It follows, therefore, that the private owner may, by bettering his riding position, gain more confidence and handle his machine with greater ease, whilst also enjoying increased physical comfort merely

by spending an hour or so in the garage making use of the sundry adjustment points provided by the manufacturers of the machine. It is wiser not to rest content with the first efforts, for by occasionally experimenting it often happens that what previously appeared to be the best obtainable combination of adjustments can subsequently be improved upon.

Sole Agent in South China for:

BROCKWAY MOTOR TRUCKS
and
BUSES

Beam-Lite
Auto Bulbs

Hartford
Batteries

THE ASIATIC AMERICAN CO.

OFFICE:
48, Stanley Street.
Tel. C. 244.

SHOW ROOM:
11, Queen's Road, E.
Tel. C. 675.

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 BUICK, The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
 CADILLAC, Hongkong Hotel Garage, Queen's Road, C. 4759.
 CHANDLER, The Asiatic American Co., 11, Queen's Road East, Tel. C. 675.
 CHEVROLET, Hongkong Hotel Garage, Queen's Road, C. 4759.
 CHRYSLER MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 CLYNO, Lane, Crawford, Ltd.
 DE SOTO MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 DODGE, South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
 FIAT, Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
 FORD, Wallace Harper & Co., Ltd.
 GUY MOTOR PASSENGER BUSES, Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
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 MORRIS, Hongkong Hotel Garage, Queen's Road, C. 4759.
 OAKLAND, Lane, Crawford, Ltd.
 OLDSMOBILE, The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
 PACKARD, The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
 PACKARD MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 PLYMOUTH MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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 ROLLS ROYCE, Hongkong Hotel Garage, Queen's Road, C. 4759.
 STUDEBAKER, Hongkong Hotel Garage, Queen's Road, C. 4759.
 VAUXHALL, Lane, Crawford, Ltd.
 WHIPPLE, Gilman & Co., 44, Des Voeux Rd. C. Tel. C. 5644.
 WILLYS KNIGHT, Gilman & Co., 44, Des Voeux Road Central.

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 BEAN, Lane, Crawford, Ltd.
 CHEVROLET, Hongkong Hotel Garage, Queen's Road, C. 4759.
 FORD MOTOR TRUCKS, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 FEDERAL TRUCKS, Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
 FIAT, Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
 FORD TRUCK, Wallace Harper & Co., Ltd.
 FORDSON TRACTOR, Wallace Harper & Co., Ltd.
 GMC, The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
 GRAHAM, South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
 GUY, A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.
 MORRIS, Hongkong Hotel Garage, Queen's Road, C. 4759.
 REO MOTOR TRUCKS, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 SPA, Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
 STUDEBAKER, Hongkong Hotel Garage, Queen's Road, C. 4759.
 WILLYS KNIGHT TRUCKS, Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A., The Sincere Co., Ltd., Des Voeux Road, C. 1067.
 HARLEY DAVIDSON, Gascon, Motor Co., 2, Kwong Wah Road, Rowland, K. 1212.
 HUMBER, Lane, Crawford, Ltd.
 MONNET GOYON, French Motor Cycle Co., 46, Nathan Road, Rowland.
 NEW HUDSON, A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
 NEW HUDSON MOTOR CYCLES, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 RALEIGH, A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
 RALEIGH MOTOR CYCLES, Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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To the Victor Belong the Spoils



The first to greet Major H. O. D. Segrave, after speeding along Daytona Beach at 251.9 miles per hour, was "Mrs. F." Below is shown a glimpse of the racer speeding down the course when he set the record.

RACER BEATEN

Calais to Paris on the Footplate

187 MILES IN 185 MINUTES

Through the courtesy of the Chief Engineer of the Nord Railway of France I have just covered 187 miles in 185 minutes on the footplate of the Super-Pacific locomotive which draws the Golden Arrow train from Calais to Paris, writes a "Morning Post" Special representative.

This run, which is among the fastest in the world, provides a thrill which no aeroplane or motor-car can give. Thousands of Englishmen are carried to Paris every week by this famous train, but, apart from noticing how the crockery is apt to leave the table during the steep curve near Amiens, few can have any idea of what it feels like to be travelling in the "cab" as the 600 tons Super-Pacific thunders along the track.

M. Collin, Chief Engineer of the Nord, had warned me to wear dungarees and a pair of aeroplane goggles. I was soon to thank him for his foresight. At Calais I was introduced to the driver and his fireman, and was told to climb up the five steps leading to the "cab," and take my stand immediately behind the driver with my back to a rail, behind which were four tons of neatly stacked briquettes. On the opposite side stood Divisional Inspector Terby, who was to explain the journey to me as we went along.

Rising Speed

When the last passenger had taken his seat in the Pullmans behind, we glided out of Calais Maritime Station, threading our way through the uneven tracks that lie between the harbour and the town.

Almost immediately afterwards the needle of the speedometer began rising—40, 60, 80, 100 kilometres an hour. I clung to the outer rail with one hand, and to the grid behind me with the other. The footplates on which I stood began an uneven dance, the roar of the engine deafened my ears, and as I looked down to the ground some fifteen feet below, fear caused a cold shiver to run down my back. Forty-five kilometres from Calais to Boulogne. It was just before Boulogne that I got my first real thrill. Round a curve and through a tunnel as the speedometer was flickering round 110 kilometres an hour.

Spot and grit rushed across my face, flames from the furnace curled round the holes in the ventilator, lighting up the grimy faces of my three companions, and then four of the harshest whistles I have ever heard that nearly burst my ear drums, and left a melody of dying vibrations as we shot into Boulogne station, rattled across points and thundered round a bend until I was convinced that we were about to crash into a wall. Twenty miles of uneven sand dunes on either side of us during our run towards Staples where our speed declined to take the curve here, and then, as if in honour to the great military cemetery, we were brought almost to a standstill by a signal raised against us.

75 Miles an Hour

But five minutes later the speedometer was back to 120 kilometres (about 75 m.p.h.). Ahead of us along the platform of the little halt of Rue, a peasant woman with a black knitted shawl thrown across her shoulders was running up the platform for all she was worth. It seemed as if she was trying to get to Paris before us, but with a terrifying shriek we rushed past her, and the rush of wind blew her long skirts round her legs. Then we followed the road to our right and a 40 h.p. car was racing ahead. We passed it with long, nonchalant strides, and those 75 miles an hour along a track as straight as a die seemed to have dwindled into a mere thirty.

Amiens, with its criss-cross of permanent way, was bewildering to a novice like myself, but Creil more so, for we went through it quicker. "It took us 44 minutes to do those fifty miles," the driver shouted at me, but he had to repeat it three times before I could hear him. A Blue Train flashed past us in the opposite direction. The speed between our own and this train was something like 150 miles an hour, and the tremendous buffet of wind almost caused me to lose my hold, but the driver was busy lighting the end of a cigarette with a piece of rope he had thrust into the furnace door. It had ceased to have any terror for him. Up the gradient to Chantilly, over the aqueduct, where one looks down on the forest as if from an aeroplane, and down the slope into Paris—with the innumerable goods yards on either side, and the scores of stationary engines and empty restaurant cars. Then, as the Paris "A" box came into sight, and the needle registered barely 30 kilometres, we seemed to be crawling. One felt one could jump out at that speed, and it was easy to picture how any but the most experienced driver can cause disaster through a moment's lack of judgment.

THE MOTOR CYCLE

Its Utility and Unparalleled Usefulness

VARIETY OF SERVICE

The motor-cycle is an instrument of almost unparalleled usefulness. Its purchaser gets for his money more service, and a greater variety of service, than is his if he invests in any other vehicle of transport. And transport, as we have often been reminded, is civilization.

Vehicle of Transport

It is a vehicle of transport that the motor-cycle primarily exists. Before its day the value of the bicycle had been firmly established, and with the development of the internal-combustion engine it was natural that its employment would increase enormously the range of the tourist and the convenience and comfort of the man or woman who cycled on business errands. With that idea the motor-cycle was born, and despite many and serious setbacks, even before the period of the Great War, it was a thoroughly practical vehicle for daily use as well as for long-distance travel. Even at that time Motor Cycling was conducting a constant campaign in the interests of the utility mount, and that effort, as our readers know, lately produced particularly noteworthy results.

Not A Dream

The utility machine is no dream of the future; motor-cycles are marketed to-day in many forms and at varying prices, that meet the requirements of Mr. Everyman "who wants to be able to get about" but who possesses neither an aptitude for mechanics nor an inclination towards any particular branch of sport.

EXPORTS EXPAND

British Cycles Going Ahead

Official Statistics for the year ended December 31, 1928, have recently been issued and disclose a further expansion of exports of British Cycles and Motor Cycles.

Such statistics separate motor cycles from motor cycle parts and complete bicycles from various classes of cycle parts. Tyres are excluded from the figures which are discussed.

From the statistics in question it would appear that the total value of exports of British Cycle and Motor Cycle products to the various markets of the World amounted to £6,901,800 for the year ended December 31, 1928, as compared with £5,888,364 for the year ended December 31, 1927.

These figures may now be analysed as follows:

	1927.	Value £
Motor Cycles	2,142,172	
Motor Cycle Parts	917,736	
Cycles	1,189,456	
Cycle Parts	1,639,001	
Grand Total	5,888,364	

	1928.	Value £
Motor Cycles	2,520,261	
Motor Cycle Parts	1,265,714	
Cycles	1,357,862	
Cycle Parts	1,767,963	
Grand Total	6,901,800	

It is also interesting to observe the trend of trade between Great Britain and the various principal British Possessions, and for this purpose, an analysis of the numbers of cycles and motor cycles is given:

	Cycles.	1927.	1928.
Australia	2,582	2,587	
India	102,805	126,826	
New Zealand	7,879	13,137	
South Africa	11,840	13,387	
British East Africa	5,462	7,692	
Federated Malay States	1,242	1,551	
Including Northern and Southern Rhodesia			

	Motor Cycles.	1927.	1928.
Australia	9,503	8,724	
India	2,119	1,902	
New Zealand	3,186	2,748	
South Africa	7,028	6,483	
British East Africa	684	432	
Federated Malay States	398	234	
Including Northern and Southern Rhodesia			

Board of Trade returns for the year ended December 31, 1928, disclose exports of British Cycle and Motor Cycle parts at £3,236,680 as compared with £2,556,737 for the year ended December 31, 1927. Of the above totals it would appear that the chief purchasers within the Empire are Australia, South Africa, New Zealand, and India, as will be seen from the following tables:

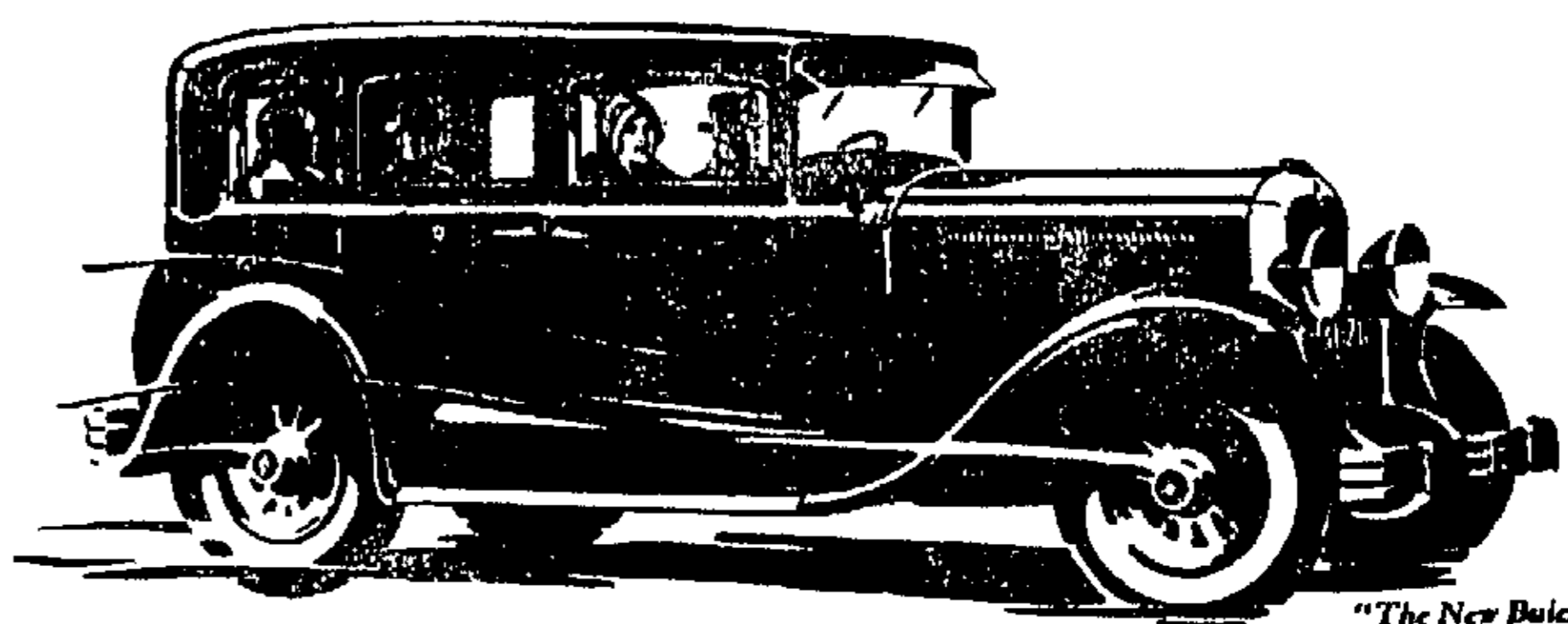
	Cycle Parts.	1927.—Value £
Australia	189,372	
South Africa	153,524	
New Zealand	57,710	
India	238,481	

	Motor Cycle Parts.	1927.—Value £
Australia	89,499	
South Africa	61,423	
New Zealand	21,826	
India	23,368	

(Continued at foot of next Column.)

ment. There was hardly any sound from the brakes as we came to a standstill to the sound of "Porteur, Porteur" from a hundred throats. Our journey had taken exactly 185 minutes.

Get behind the wheel
and Get the facts!



Everybody says it
--- now prove to your own
satisfaction that Buick
out-performs any other car
Before you decide-Drive!

You want the finest—you want the best—you want your next car to meet your highest expectations... The only way to be sure is to drive before you decide... and driving will lead you to Buick as surely as this dynamic car incorporates an entirely new, a revolutionary, order of performance!

Take that drive today!—prove to your own satisfaction what scores of thousands of motorists in all parts of the country are daily confirming—

—that this dashing car with Masterpiece Bodies by Fisher marks the new peak of performance as well as the new style—the vivid new mode-of car design—

—that it delivers fullest measure of all the qualities that motorists desire... and that this is the vital reason why more than twice as many people purchase Buicks as any other automobile listing over \$1200!

Buick Motor Company, Flint, Michigan
Division of General Motors Corporation

Buick Motor Cars are available on very attractive hire purchase terms

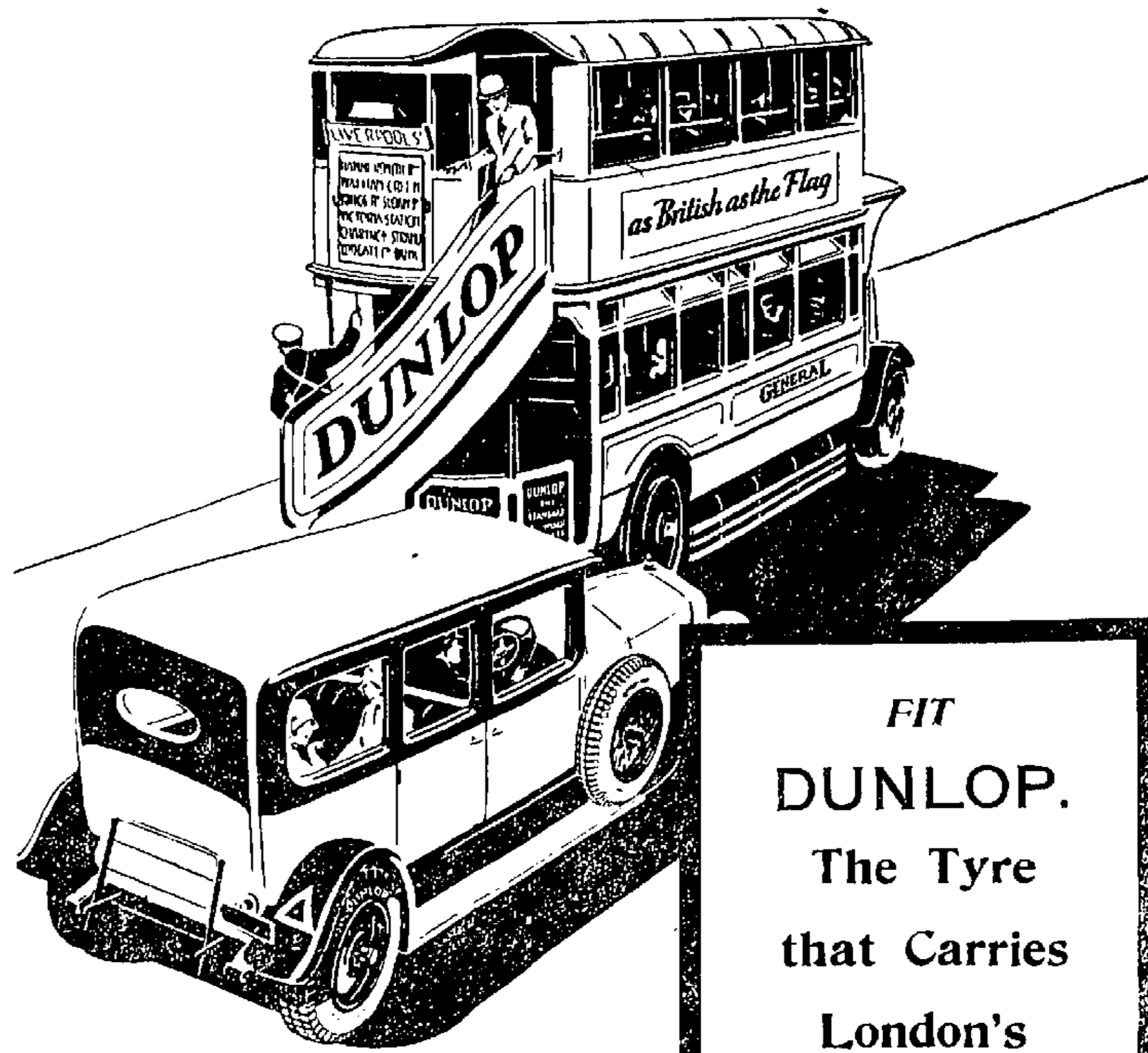
Buick

WITH MASTERPIECE BODIES BY FISHER

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DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.



FIT
DUNLOP.
The Tyre
that Carries
London's
Buses.

(Continued from previous Column)

The energy and skill of the British Cycle and Motor Cycle manufacturer in providing products of the type required in the above Dominions provides an object lesson in the practical side of Inter-Imperial Trade and incidentally it demonstrates the ability with which British Cycle and Motor Cycle manufacturers are able to compete with foreign competitors in the markets of the Dominions.

Detail figures of imports into the various Dominions are not yet available for 1928, but comparing British exports to these Dominions as compared with foreign exports for the last available period, the comparison is as follows:—

	Motor Cycles.	British.	Foreign.
Australia	9,503	2,840	
New Zealand	3,186	555	
South Africa	7,028	1,080	
India	2,119	115	

	Cycles.	British.	Foreign.
Australia	2,582	2	
New Zealand	7,879	6	
South Africa	11,840	5	
India	102,805	450	

AIRMAN'S ENGINE

Success of Italian Commander

Turin, Jan. 26.

The Presidents and delegates of the sections of the International League of Aviators met in Paris to elect the airman who has earned the qualification during 1928 of "the best" and who would be awarded the "Clifford Harmon International Trophy." The two previous holders of the Trophy were Lindbergh and Pelletier d'Olay.

By a majority vote Commander Arthur Ferrarin of the Italian Royal Air Force was chosen for this international honour for 1928 on the following grounds:—

"Commander Arthur Ferrarin, during 1928 broke the world's records "for distance and duration over a closed circuit in the company of Commander del Prete. The duration record was established at 58 hours and 34 minutes and the distance record for a closed circuit at 7070 kilometres (4707 miles).

"Shortly afterwards, Arthur Ferrarin, again accompanied by Commander del Prete, made the wonderful non-stop Rome-Natal (Brazil) flight, beating the point to point distance record, which was confirmed by the F. A. I. as 7173 kilometres (4454 miles) flown in 49 hours 19 mins"

The same Committee awarded a gold medal to the memory of the late Commander del Prete.

Thus the supreme assembly of airmen signified its official recognition of the great personal achievement of Ferrarin and Del Prete which is also a victory of Italian industry, since the S.64 monoplane and the Fiat A. 22.T engine made possible the wonderful trans-oceanic flight.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4041.

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Touring from \$2,300—Sedan from \$2,550.
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Hongkong Sunday Herald.

號八廿月四年九十二百九千一英 HONG KONG, SUNDAY, APRIL 28, 1929. 九月三巳己國民華中

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS
ILLUSTRATED.

25 cts.

25 cts.

DISARMAMENT

Germany And Trained Reserves

VIEWS ON CONSCRIPTION

Geneva, Yesterday.
Before the Disarmament Committee Count Bernstorff announced that Germany would insist upon trained reserves being taken into account in any international disarmament convention. Germany was willing to abandon the insistence of the abolition of conscription but claimed that trained reserves should be estimated not by numbers but by their value.

Germany's Primary Interest

No convention (added Bernstorff) would be acceptable unless it provided for a marked reduction in armaments and trained reserves. This was of primary interest to Germany, which was prohibited from maintaining such reserves.

The opinion was expressed that a method would be found by which they could be taken into account if the concession were made by which sides. It was agreed that the convention should ignore trained reserves as inequitable.

De Marinis (Italy) paid a warm tribute to the American concession.

Chinese Delegate's Views

The Chinese delegate, in a long statement, expressed the Government's wish that the Committee's work be expedited and successfully concluded. He deprecated conscription as encouraging, *inter alia*, militaristic nationalism and allowed the maintenance of trained reserves. Real disarmament, he said, was not possible under conscription. The meeting was adjourned until April 29.

Other Views

The Dutch representative regretfully renounced the inclusion of trained reserves in the disarmament convention, stating that the renunciation was made in the interests of expediting the Committee's work, but the Netherlands Government's opinion was unchanged and if it were not possible the delegation would have to ask the Council to relieve them from the task, they could not accept the responsibility of its non-inclusion. The delegation, therefore, was glad that the decision of the present committee was not the final one.

M. Litvinoff regretted the exclusion of trained reserves, and stated that his Government was willing to have a reduction of all categories of armaments and armed forces conditionally if the same were similarly applied to other countries.

Lord Cusack stated that he was strongly of the opinion that the Committee should include trained reserves. He repeated that he was prepared to make concessions in the interests of the League.

FENG LOYAL

Enemies' False Reports

CONFIDENCE IN NANKING

Hankow, Yesterday.
Shao Li-tse, Marshal Chiang Kai-shek's delegate to General Feng Yu-hsiang, has returned here to report to Marshal Chiang Kai-shek, who is expected from Changsha this forenoon.

Shao Li-tse is accompanied by Hsueh Tu-pih, Minister of Health, who is acting as General Feng Yu-hsiang's delegate to Marshal Chiang Kai-shek pro tem. He explained that General Feng Yu-hsiang's regular delegate, Ma Fu-hsiang, has been despatched to Kansu to study the famine conditions there. Both delegates declare that relations between General Feng Yu-hsiang and Marshal Chiang Kai-shek are most harmonious, and that the reports to the contrary are merely fabrications circulated by their enemies.

They state that Feng Yu-hsiang has not yet recovered from his illness. He is easily tired and suffers intermittently from fever. Notwithstanding this, he will leave for Nanking before May 10, provided that his illness does not become worse. They explained that he refused the presidency of the Executive Yuan since his health is not sufficiently good to withstand the strain entailed. However, through Hsueh Tu-pih, he reiterates his absolute confidence in the Central Government. Reuter.

LUNGKOW FALLS

Last Stronghold of Rebels

NANKING'S CLAIM

Nanking, Yesterday.
Lungkow, the last stronghold of General Chang Tsung-chang and his followers, has fallen to the Government troops, according to a telegram received by the State Council last night.

The telegram states that General Chang Tsung-chang is still at Fushanhsien watching for an opportunity to slip away. The Government troops to Tengchow, where a steamer is being held in readiness to convey him to Dairen. Reuter.

AMBULANCE BRIGADE

The Hon. Treasurer begs to acknowledge the receipt of the following donations to the St. John Ambulance Brigade Funds:—
Mr. Kwok Siu-lau \$200
The Wing On Co. 100

success of the Committee's work and agree to the views of the majority. Any other course would wreck their work, and Count Bernstorff's suggestion regarding trained reserves would be impracticable in the interests of the League. Reuter.

DUKE'S GOOD-BYE

(Continued from Page 1.)

Rear-Admiral the Hon. Herbert Meade, the Earl of Airlee, Mr. F. A. Perry, Commodore R. A. S. Hill, the Hon. Sir John Kemp, Capt. Whyte, the Hon. Mr. C. McI. Messer, the Hon. Sir Henry Pollock, the Hon. Mr. King.

Luncheon was quietly but quickly served, in order to give His Royal Highness plenty of time to attend the races. Dainty dishes and luxurious shark fins were served out in silver bowls. Wine was poured into the glasses freely and soon everyone was "at home." Still formalities were discarded. The spirit of "Hail, fellow, well met," predominated.

The following were the dishes of Chinese savouries put up for the Duke's delectation:

Pigeon Eggs and Bird's Nest Soup, Fried Garnage, Shark's Fin, Stewed Turtle, Partridge Congee, Grilled Chicken, Rice Melange, Mango Cream, Pastry, Fruits, etc.

Loyal Toast

Suddenly a gong sounded in the midst of the luncheon. Everyone put down their chopsticks and looked in the direction of the main table to see what it was all about.

Behold there was the Hon. Sir Shou-son Chow standing up with a glass of champagne in his hand, calling out "order, order please." All the other guests rose in unison. "The King," said Sir Shou-son Chow, and the toast was loyally honoured by all present.

JUDGE HARDY

"Not Guilty" Of All Charges

SEQUEL TO IMPEACHMENT

Sacramento, Yesterday.
Judge Hardy has been found not guilty of all the charges brought against him in the State Senate Court.—Reuter's American Service.

[The following telegram from Sacramento, dated February 21, explains the above:—The Legislative Assembly of California has decided, on the recommendation of the committee of investigation, to impeach Judge Hardy, following his removal from the membership roll of the American Bar Association.

He admitted that he received a fee of \$2,500 from Mrs. Aimee McPherson, the well-known evangelist, which he said was for legal advice given prior to the time she was charged with conspiracy in connection with her story of kidnapping.]

A CRASH

New Zealand Flyer's Misfortune

MACHINE DESTROYED

Paris, Yesterday.
The New Zealand flyer, Mase, crashed at Ronne. The machine was destroyed but the pilot uninjured.—Reuter.

PUBLIC RECEPTION AT HONG KONG CRICKET CLUB



At the garden party on Friday, when residents of the Colony were presented to H.R.H. the Duke of Gloucester. On left: H.E. the Governor, Sir Cecil Clementi, K.C.M.G. (with spats), His Royal Highness, H.E. the General Officer Commanding, China Command (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.), At right: His Royal Highness shaking hands with Indian Army officers.—(K. Fujiyama).

"Great Britain, and its Great King, many more thousands of years to live," said the host in Chinese. This sentiment was re-echoed by all present.

Partridge Congee
The luncheon was rushed through in order to give His Royal Highness plenty of time to attend the races. After dessert was served, the Royal visitor took leave of his hosts and other guests present. Smilingly, he turned towards Sir Shou-son Chow, just before entering the lift and said that of all the dishes he liked "the partridge congee was best."

The guests parted, some wended their way to the Race Course to see His Royal Highness riding, and some to their homes to rest before assembling at the Queen's Pier to bid farewell and God-speed to the Duke.

A Hearty Send-Off

At 5.20 Queen's Pier presented an animated scene. Thousands lined the Praya, and every point of vantage was crowded. A drizzling rain was falling, and as a Chinese gentleman remarked, "The Duke brought good 'joss' to this Colony. Look, he leaves the rain behind us."

A Guard of Honour drawn from the 315th Punjabi Regiment was paraded in front of the pier, and just at its rear was the full band of the same regiment.

At 5.40 p.m. a traffic constable on a motor-cycle came dashing to announce the arrival of His Royal Highness. Before his vehicle came to stop, H.R.H. the Duke was seen coming along in a motor car with H.E. the Governor, followed by his staff in two other cars. Simultaneously the band struck up the National Anthem.

Alighting from the motor-car, His Royal Highness accompanied by H.E. the Governor, H.E. Major-General Sandilands, and other officers inspected the Guard of Honour.

His Royal Highness then entered into the dark foliage of the Pier and there shook hands and said good-bye to His Excellency the Governor, members of the Legislative Council, Consular Body, and other prominent British and Chinese residents.

At the head of the steps leading to the launch, the Duke shook hands with the Hon. Mr. T. H. King, and congratulated him on the excellent police arrangements made during his sojourn in the Colony.

The Duke, followed by his party, then stepped into the launch "Britannia," coxswained by Commander G. F. Hole (Harbour Master) and steered straight for the H.M.S. "Suffolk," on which ship he is to make his trip to Japan in connection with the Garter mission.

As the launch left the pier, a flight of aeroplanes from Kai Tak and the "Hermes" shot up in the air. They dipped in salute, and the "Kent" and other war vessels chimed in with the booming of guns. The aeroplanes accompanied His Royal Highness out to Lyemun, as he sailed away to Japan.

ROYAL VISITOR

(Continued from Page 5.)

Dynasty's Young Pretender 151 lbs. (Mr. Newbiggin) 3
Hynes & Mackie's Peck 142 lbs. (Mr. Loo) 0
Time: 2 mins. 38.3/5 secs.
2 1/2 lengths, 6 lengths.
Pari-mutuel, winner \$9.00; places, 1st \$5.10; 2nd \$6.20.

Grand Tattoo Eve ... 853 692
Town Hall ... 575 308
Young Pretender ... 188 88
Peck ... 100 55

With the exception of Peck which was out of the race after half the journey had been done, the remainder of the field (that is, the other three ponies) were in a time coming into the straight.

Young Pretender, having made the pace, held the rails. Town Hall was in the middle and Grand Tattoo Eve on the outside. The Eve candidate stretched ahead and remained in front to catch the judge's eye decisively. After a short battle Town Hall also forged ahead but failed to threaten danger to Grand Tattoo Eve, which had been held back most of the distance.

The Officials

The officials for the meeting were:—
Patron:—H.E. Sir Cecil Clementi, K.C.M.G.

Honorary Stewards:—H.E. Vice-Admiral A. K. Waistell, C.B., H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Commodore R. A. S. Hill.
Stewards:—Mr. C. G. S. Mackie.

"GARTER MISSION"

Functions For Duke of Gloucester

TO VISIT PLACES OF BEAUTY

The programme for the stay in Japan of H.R.H. the Duke of Gloucester and other members of the "Garter Mission" shows that his time will be kept fully occupied. For the first eight days he will be the guest of the Japanese nation and will stay at the Kasumigaseki Palace in Tokyo, but from May 10 onwards, until his departure for Canada on May 23, he will be given an opportunity to visit some of the best-known beauty spots in Japan and travel about informally. The following is a summary of the programme but it is pointed out that from May 10 onwards it is still subject to minor alterations:—

May 2.—H.M.S. "Suffolk" bearing the Duke and members of his suite due at Yokohama about 8 a.m., the party leaving for Tokyo by train at 9.30 a.m.

May 3.—Investiture of H.J.M. Emperor Hirohito of the Order of the Garter.

May 4.—Luncheon given by the Minister of the Navy at the Naval Club. Garden Party in afternoon in the grounds of the Shinjuku Detached Palace, given by the Japanese British Society. Banquet at the British Embassy in evening.

Visit To Shrine

May 5.—His Royal Highness attends morning service at the English Church. Lunch given by graduates of Oxford and Cambridge. Visit the Yasukuni Shrine in afternoon. Banquet in evening by Baron Mitsui, on which occasion the Duke will be treated to an exhibition of the classical "No" dance.

May 6.—Visit to the Cavalry School at Narashino in the morning, attending a lunch given by the Minister for War and, in the evening, attending a banquet at the British Embassy.

May 7.—Visit the Tama Mausoleum where the late Emperor Taisho lies buried. Lunch at the residence of Prince Tokugawa, followed by an exhibition of Japanese wrestling. Garden party in afternoon at the British Embassy to meet British residents, and a banquet in the evening at the Foreign Minister's official residence.

May 8.—Golf in the morning, followed by a banquet at the Kasumigaseki Palace and a ball at the British Embassy in the evening.

Farewell To Emperor

May 9.—Pay a farewell visit to H.J.M. the Emperor in the morning, and receive His Imperial Majesty's return call at the Kasumigaseki Palace in the afternoon. Banquet given by Prince Higashi Fushimi in the evening.

May 10.—Proceed to Nikko, one of Japan's famous beauty spots.

May 12.—Leave Nikko and proceed to Odawara by train, and from there motor up to Miyanosaita in the Hakone Hills.

May 13.—Proceed to Lake Shoji at the base of Mount Fuji (the renowned volcano).

(Continued at foot of next Column.)

TO-DAY'S RADIO

Broadcast By Z. B. W.

ON 350 METRES

The following programme will be broadcast by Z.B.W. to-day on 350 metres.

1.48 p.m.—Weather report.
5.55 p.m.—Evening Service relayed through St. John's Cathedral. Preacher:—The Dean.
7.48 p.m.—Evening weather report.

9 p.m.—Evening programme, Victor & H.M.V. Records supplied through the courtesy of Messrs. S. Montre & Co.).
"Organ Concerto in B flat," Organ Solo, Dr. E. Bullock.

"Water Music" Suite—Movement in D. Organ Solo, Dr. E. Bullock.

"The Chocolate Soldier," "Symphony," Duet, Winnie Melville & Derek Oldham.

"Take a Pair Of Sparkling Eyes," "The Sailor's Grave," Tenor, Derek Oldham.

"Prelude in E flat, op. 99," "The Swan," Organ Solo, Marcel Dupre.

"Praise The Lord, O My Soul," Choir of the Temple Church, London.

"The Sorcerer" (Sullivan), Selection, The Band of H.M. Coldstream Guards.

"Trial By Jury," "Concerto in A Minor" (Grieg op. 16), Arthur De Greef and the Royal Albert Hall Orchestra under the direction of Sir Landon Ronald.

"Land Of Hope And Glory," (Elgar), "Gorge's March," (Rossini), Organ Solo, Reginald Foort.

10.30 p.m.—Close down.
Owing to the prolonged dusty weather in the north Mme. Gallucci contracted a sore throat which caused her to cancel her second engagement in Tientsin.

May 14.—Proceed to Gotemba, leaving there by train for Kyoto.

May 15.—Arrive at Kyoto.

May 17.—Leave for Nara.

May 18.—Leave Nara in the evening for the naval port of Kure on the Inland Sea.

May 19.—Arrive at Kure, from which point visits will be paid to the Sacred Island of Miyajima and to the Naval College at Etajima.

Leave For Kobe

May 20.—Leave Miyajima for Kobe aboard the warship "Oki".

May 21.—Leave Kobe for Gifu, where cormorant fishing on the River Nagara will be witnessed. The night will be passed at Inuyama, near Nagoya.

May 22.—Leave Nagoya for Yokohama.

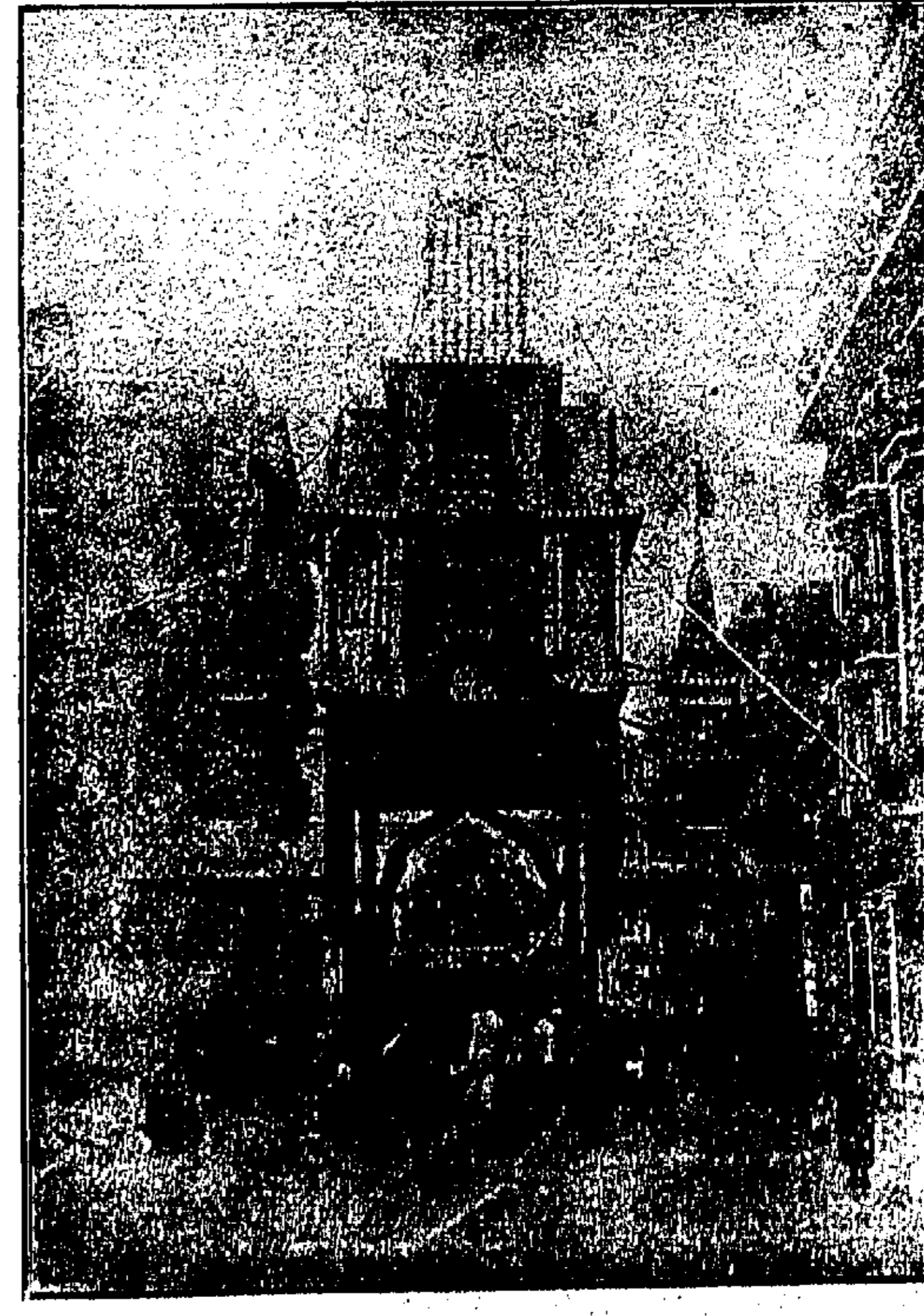
May 23.—Visit Kamakura and the Great Buddha in the morning, returning to Yokohama in time for a lunch to be given by British ex-Servicemen. Leave for Canada aboard the Canadian-Pacific R.M.S. "Empress of Asia."

WHAT A PAI LAU IS



The centre piece of the pai lau erected over Hill-road, in gay West Point, one of several the Chinese community of Hong Kong put up in honour of the visit of H.R.H. the Duke of Gloucester to the Colony.

ARCH OF TRIUMPH



The arch of triumph (pai lau) at the entrance to the Kam Ling restaurant, West Point, where H.R.H. the Duke of Gloucester was guest of honour of the Hong Kong Chinese General Chamber of Commerce at lunch.

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